www.italeri.com

1:48 TORNADO GR.1/IDS - GULF WAR

The multi-role Tornado is a twin-engine combat aircraft with a variable-sweep wing. This aircraft was the result of a joint development project carried out by British, German and Italian companies. Although during its lifetime it has been used for several purposes (ground attack, electronic combat/ reconnaissance, interceptor), its main role has always been to perform low-altitude penetrating strike missions. Tornado can load and use a powerful and varied set of offensive weapons. Thanks to its two powerful afterburning turbofans, the Tornado can reach the max speed of Mach 2.2. The Tornado's baptism of fire took place in 1991 during the Gulf War in which the Italian Tornados IDS took part, beginning on the 17th January of that year. The goal of the aerial bombing campaign was the suppression of military targets and infrastructures.

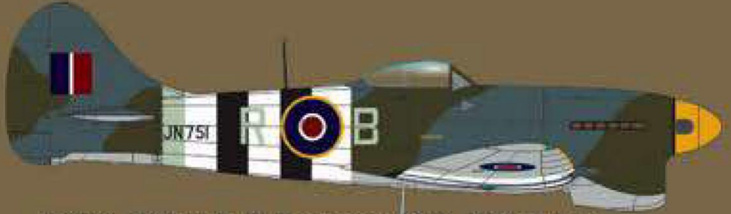
This reissued kit replicates both the GR.1 and IDS variants of this famous attack aircraft. High levels of detail and decals for 6 versions are included. The kit will be available from all good model shops as this magazine goes to press.

JN766, No. 486 (RNZAF) Squadron, April 1944

JN751, W/Cdr R. P. Beamont, DSO, DFC & bar,
April 1944

JN755, No. 3 Squadron, May 1944

JN765, No. 3 Squadron, June 1944



JN751, W/Cdr R. P. Beamont DSO, DFC & bar,
June 1944

JN763, No. 486 (RNZAF) Squadron, June 1944

TEMPEST Mk.V

Series 1

1/48

TEMPEST - TWENTY YEARS AFTER
New design, new tools,
new surface, new joy

DECEMBER 2018 ProfiPACK #82121

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HAWK T1

Scale: 1:72/Italeri/Materials: IM/Kit No. 1396/Availability: All Good Model Shops/ Price: £15.99

Italeri's Hawk has been something of an ever-present within their range since it first appeared in 1995. Since that initial release we have seen a variety of different kits appear, both as homegrown aircraft and more exotic export variants. This, the latest incarnation deals with the Mk.1, offering three RAF aircraft, one Saudi and one Swiss Hawk along the way.

This is a simple kit with few parts and even fewer flourishes. With a parts count that can be numbered in tens rather than hundreds the contents of the box will test no-one and that makes it the perfect offering for either the beginner keen to build something quickly for their collection, or the more seasoned amongst you looking for a base onto which can be added extra detail.

Close examination of the crisply moulded parts reveals detail that can justifiably be described as variable. Though the surface detail is delicate, that found on the wings is noticeably finer than that inscribed into the two fuselage halves for instance and that creates a rather inconsistent finish. Internally, you will find a reasonably complete cockpit and a fair stab at the aircraft's Mk.10 bang-seats, moulded shoulder straps but nothing for the pilots' laps, being a somewhat surprising compromise. Tape, cut into fine strips, or a dive into the aftermarket, will spruce these up nicely. Similar points apply to the undercarriage, the legs and wheels being rather nice, the gear bays being rather empty. Once again, the modeller can embellish these areas with rod and strip should the mood take them in that direction.

With the bulk of the fuselage dealt with, you can add the intakes (and perhaps deal with the lack of any intake tunnels, or simply paint the interiors in black to hide the omission) centreline gun pod and then deal with the canopy. The canopy is well-moulded and even includes the detonation cord inside the main area of glazing. The windscreen it has to be said looks off to me, its shape and the fact that it sits on a forward portion of the nose that looks too pinched, leaves me to conclude that this part of the model is not all it could be accuracy-wise. Similar concerns were raised about Italeri's 1:48 kit, so maybe similar data was used to create this and its later brother?

Underwing stores complete the plastic picture, two drop tanks and then a pair of AIM-9L Sidewinders giving your model some additional punch.

As with many of Italeri's reissued kits, it's the decal sheet that's the real highlight and that is certainly the case here. Five options are provided on the well-printed sheet, the choices being as follows:

- RAF 19 Sqd., "70th Anniversary Of The Spitfire", UK, 2008
- 4 Sqd., RAF Valley, 2001
- FRADU, RNAS Yeovilton, 1998
- Hawk Mk.65, Royal Saudi Air Force, Farnborough Air Show, 2000
- Hawk Mk.66, Swiss Air Force Fliegerschule, Emmen, 1992

The decals are superb, being well-printed and exhibiting almost perfect colour. Along with the colour profiles on the back of the box, the instructions include a full set of four-view drawings that are also offered in full colour so you will be in no doubt what goes where, and in what colour! Paint references understandably concern themselves with Italeri acrylics, but thanks to them also listing FS numbers, alternatives will not be hard to find.

VERDICT

Italeri's hawk is not a bad kit, but given its price I do feel that it's starting to look a little long in the tooth and detail is perhaps not what we expect today. It will build nicely and thanks to those wonderful decals should look pleasing once complete - just don't expect miracles from the box. What chance an accurate, state of the art kit of this famous aircraft sometime soon? (Spencer Pollard)

The subject of Italeri's kit, 19 Squadron's Anniversary aircraft as seen at the Royal International Air Tattoo, Fairford, during the summer of 2008. (Alan Firbank)

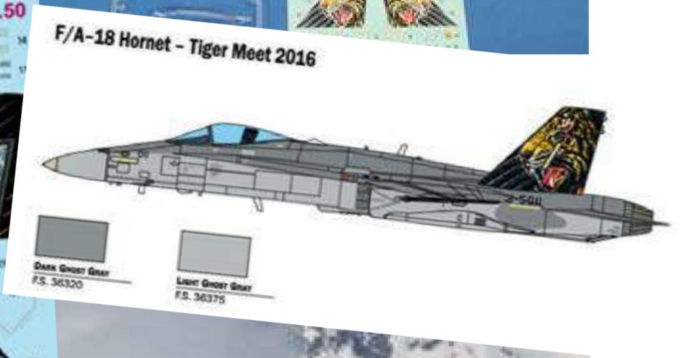
F/A-18 HORNET "TIGER MEET 2016"

Scale: 1:72/Italeri/Materials: IM/Kit No. 1394/Availability: All Good Model Shops/ Price: £17.50

It's difficult to know where to start with this reissued kit from Italeri, so I will start with the purpose of its appearance: the depiction of a special scheme and thus the decals that replicate it. The Swiss are well-known for their flamboyant 'Tiger Meet' schemes, their F-18s having been decorated with some wonderful tail markings over the years. One of the most spectacular of all was seen in 2016 when J-5011 was decorated with multicoloured black and yellow tails emblazoned with a superb Tiger's head on the outside face of each one. Italeri's incredible decal sheet deals with those markings brilliantly, all of the detail and colour created by the artist that painted the originals, being captured to perfection. If anything the kit is worth buying for the decals alone and so we move on to the plastic…

First released in the mid-eighties, Italeri's kit reflects the technology of the day with a low number of parts, raised panel lines, simplified details and weapons that can best be described as mediocre. Dig a little deeper and you will not find much in the way of detail within the cockpit, intakes that look very little like the real thing, upper fin tips that curve far too much (not reflected on the decal sheet incidentally) what looks to be a fully compressed nose gear leg, a canopy that can only be posed closed, and jet nozzles that are not only completely devoid of detail on their inner surfaces, but show absolutely no evidence of jet pipes leading up to them. Weapons, though comprehensive in their number and variety, are poorly detailed and somewhat vaguely shaped. All in all, it's not that pretty a picture.

As a kit for beginners I could perhaps offer a degree of recommendation, but I haven't tried to assemble the parts so cannot verify the fit, but the breakdown of the nose and rear fuselage looks likely to offer challenges especially around the upper nose and spine. The kit, being a hybrid that includes everything that you need to build both single and two-seat aircraft, includes an upper panel that the sits on top of the nose halves and it is here that I foresee filler and sanding and thus the removal of those raised panel lines. I'm sure it can be done, but whether it is worth it is another matter…



VERDICT

I really don't like to condemn kits, so in this case I'll try and draw at least some positives from the fact that the decals really are superb and given the price of a similar aftermarket sheet, this kit may well be worth buying for the markings alone. As for the rest of it, it's hard to find much to say that's not negative when there are far better offerings out there from the likes of Academy, who offer for a similar price, a kit that's light years ahead in every way. Nice decals, shame about the plastic. (Spencer Pollard)

F-15C EAGLE

Scale: 1:72/Italeri/Materials: IM/Kit No. 1415/Availability: All Good Model Shops/ Price: £17.50

The third of Italeri's kits to be seen this month is their rendition of Boeing's F-15C. Initially, I thought that this was a simple reissue of Italeri's earlier F-15A/C, but a dig into the box and a lengthy chat to my good friend Drewe Manton proved it to be anything but. In fact, rather than a reissue it appears to be a reworking. Let me explain…

Italeri have over the years rereleased plenty of their own kits, so I checked to see if this was one of those kits, but as I did it became apparent that the layout of the runners and the detail was not the same. Contacting Drewe and then sending him some pictures confirmed that, so we concluded that it may well be a reissue of ESCI's kit, but once again the layouts didn't match. So what do we have here?

Checking individual parts against images online it would appear that this is indeed based on ESCI's kit, but that the moulds have been reworked and maybe even recut to create a reworked product, much as they did with their F-100. Certainly, individual details look identical, as do the larger parts, they are just in different places on the runners hence the conclusion that this was originally ESCI's but perhaps the moulds had degraded, so using original data new ones had been cut.

With the lineage out of the way (we think!) how does the kit stack up? Rather nicely, actually. Across the board the parts are well-moulded and detail is nicely recreated. Unlike the Hornet, the surface detail is recreated with finely recessed panel lines, those on the wings in particular being superb. The cockpit interior is tidy and reasonably well-appointed, a multipart ejection seat and highly-detailed instrument panel decals adding to the illusion of reality. The canopy in this case can be posed in an open position as indeed can the airbrake.

There are as many ways to break down an F-15's shape in miniature as there are manufacturers, Italeri choosing to offer large upper and lower fuselage panels, along with separate wings, tailplanes and fins. Intakes are simple affairs that end alarmingly at the point where they naturally droop on the real aircraft (meaning that they either need to be opened up or decorated internally with some clever painting). The fuselage is then completed with a rather blunt nosecone that would benefit from a little work with a sanding stick to sharpen it up and then two Conformal Fuel Tanks (CFTs) that complete the picture for the Israeli aircraft offered on the decal sheet, along with their requisite pylons and Sparrow missiles.

Smaller details include a neat set of undercarriage legs and wheels, a single centreline tank, jet pipes and then underwings pylons and their associated missile rails and Sidewinders. Though the centreline tank is more than acceptable, the missiles are rather less so, being heavily moulded and poorly detailed. The same can be said for the jet pipes which although making an attempt at depicting the naked look of the originals sans petals, do so with rather less detail than we would like in a modern-day kit and so either the spares' box or aftermarket may be your point of call, as will they to deal with the missiles.

Though the plastic in this kit is rather pleasing to behold, it is the decal sheet that's the real star of the show, being as fine a sheet as I have seen in some time. Not only is it incredibly detailed, beautifully printed and in perfect register, it offers no less than four options, together with a huge number of stencils for both the airframe and missiles. The choices are as follows:

- F-15C MSIP, 65th Aggressor Sqd., Nellis AB, Nevada, March 2014
- F-15C MSIP, 125th FW, Florida ANG, Leeuwarden AFB, April 2015
- F-15C Baz, No. 828, 106th "Spear Head" Sqd., Tel Nof AB, Israel, June 2010
- F-15C, Royal Saudi Air Force, 7th Wing, 2nd Sqd., Nacy AB, Exercise "Green Shield", 2014.

VERDICT

This kit was something of a surprise, being as it is a kit that we've not seen before. Though I was initially sceptical about the contents of the box, it didn't take long to win me over and thus I think that with a little work and some careful construction, the resulting model should look more than pleasing. Testament perhaps to ESCI's abilities during their heyday, this 'new' kit will no-doubt please modellers looking for an 1:72 F-15 all over again, especially when that incredible decal sheet is taken into account. Recommended. (Spencer Pollard)

Basking in the midday sun, this F-15C from the 493rd Fighter Squadron "Grim Reapers", was a highlight of RIAT 2015. (Spencer Pollard)

EYE OF THE STORM

Drewe Manton tackles what he considers to be the best fighter of WWII, as he builds Eduard's brand-new 1:48 Hawker Tempest Mk.V.

1/48
SCALE
SUPERMARINE
SPITFIRE
Mk.I
DW K

MIRAGE IIIE

MARCUS JELLYMAN PHOTOGRAPH'S SOME PRESERVED EXAMPLES OF THIS ICONIC AIRCRAFT, INCLUDING THE SUBJECT OF OUR REVIEW BUILD, ESCADRON DE CHASSE 3/3'S ANNIVERSARY AIRCRAFT

First flown in November 1956, the Mirage III family of aircraft can be regarded as one of finest military combat aircraft ever produced. Built in huge numbers and an export sales success for Dassault, the Mirage III set the bar for all future Mach 2 fighter aircraft.

The first ten aircraft produced were designated the Mirage IIIA and and flew in 1958. These were to be used as test beds to evaluate and develop all aspects of the aircrafts systems. After two years of test flying the Mirage IIIC was born and deliveries soon commenced with Escadron de Chasse 1/2 'Cigognes' having the honour of receiving the first aircraft, touching down at Dijon-Longvic on July 7th 1961.

With the Mirage IIIC designed as a dedicated interceptor, the Armée de l'Air also had a requirement for due role defence and ground-attack aircraft. Designations 'B&D' had been taken up on two seat trainer aircraft, so the new variant would be known as the Mirage IIIE, with the prototype aircraft taking to the skies at Istres Air Base on the 5th April 1961. Three prototype airframes were tasked with testing before deliveries commenced in 1964.

A total of 225 aircraft were ordered by the Armée de l'Air; however as the new aircraft became popular this number was reduced by 40 as airframes were taken to meet foreign orders. The success of the 'E' can be seen by the amount of interest it produced from foreign countries looking to purchase the aircraft. Orders from countries such as Spain,

ARDENNES' ANNIVERSARY MIRAGE

3-XT Dassault Mirage IIIE ex Armée de l'Air from Escadron de Chasse 3/3 'Ardennes', seen here preserved at the fantastic Ailes Anciennes Museum at Toulouse Blagnac Airport in Southern France. The aircraft was decorated in this special colour scheme to celebrate the fiftieth Anniversary of the Ardennes Squadron in 1993 and wore the colours until its retirement in June 1994. It was then flown to the French Air Forces storage facility at Châteauroux where it sat for eleven years before being acquired by the museum and taken by road to Toulouse in 2005.

A CHAMPAGNE CELEBRATION...

3-JS Dassault Mirage IIIE ex Armée de l'Air from Escadron de Chasse 2/3 'Champagne', with tail markings from, Escadrille SPA 67 'Cigogne de Navarre'.
Preserved and seen here on display at the 2018 Meeting de l'Air at Base Aérienne 133 Nancy-Ochey.

◄ Argentina and Brazil boosted production to over 520 airframes. Switzerland and Australia also built aircraft in their respective countries under license.

Alongside the Mirage IIIE, a Photo-Reconnaissance 'R' version of the aircraft was produced for the Armée de l'Air, with a total of 150 aircraft being produced.
After a succession of variants produced for various countries around the world, the final incarnation of the aircraft was known as the Mirage 5. This was born from a request from several Middle Eastern for a simpler version of the Mirage IIIE that reduced maintenance and servicing time on the aircraft that included the removal of the nose mounted radar and repositioning of the avionics behind the cockpit into the nose for quicker access. The space left behind the cockpit was then used to house an additional fuel tank. Around 500 Mirage 5s were delivered to countries around the world. Knowledge gained from the Mirage IIIE was used in the design of its successor, the mighty Mirage 2000D. Over 1400 examples in 80 variants of the Mirage III family were built and served with no less than 21 countries operating the type. ■

THE AERONAUTS' FAVOURITE!

3-IR Dassault Mirage IIIE ex Armée de l'Air from Escadron de Chasse 1/3 'Navarre', with tail marking from SPA 95 'Oriflamme Chargé d'un Martinet'.
This beautiful example is seen on display at the 2018 Meeting de l'Air at Base Aérienne 133 Nancy-Ochey.

EYES IN THE SKY

33-NL Dassault Mirage IIIR ex Armée de l'Air in the colours of Escadron de Reconnaissance 2/33 'Savoie' with tail marking from SAL 6 'Mouette du Rhin' when based at Base Aérienne 124 Strasbourg-Entzheim.
Seen here preserved at Base Aérienne 118 Mont-de-Marsan (the then home of ER 2/33) during the retirement spotters day for the Mirage F.1 C/R in 2014.

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Fw 190D-9 & Bf 109G-14, G-14/AS
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JN803, No. 486 (RNZAF) Squadron, No. 122 Wing, B.80 Volkel, the Netherlands, October 1944

NV994, No. 3 Squadron, No. 122 Wing, B. 112 Hopsten, Germany, April 1945

NV994, No. 3 Squadron, No. 122 Wing, B.152 Fassberg, Germany, June 1945

JN862, No. 3 Squadron, No. 150 Wing, RAF Newchurch, Great Britain, June 1944

NV708, W/Cdr. John Chester Button DSO, DFC, CO of No. 123 Wing, RAF Station Wunstorf, Germany, 1946 47

EJ865, No. 80 Squadron, No. 123 Wing, RAF Station Wunstorf, Germany, October 1947

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TEMPEST Mk.V

Series 2

1/48

TEMPEST - TWENTY YEARS AFTER
New design, new tools, new surface, new joy

FEBRUARY 2019 ProfiPACK #82122

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A BIT OF INSPIRATION – RAF PHANTOM FGR.2S

Glenn Sands remembers the incredible Phantom in RAF service, ready for a full build of the Airfix 1:72 kit next month…

KITTY HAWK

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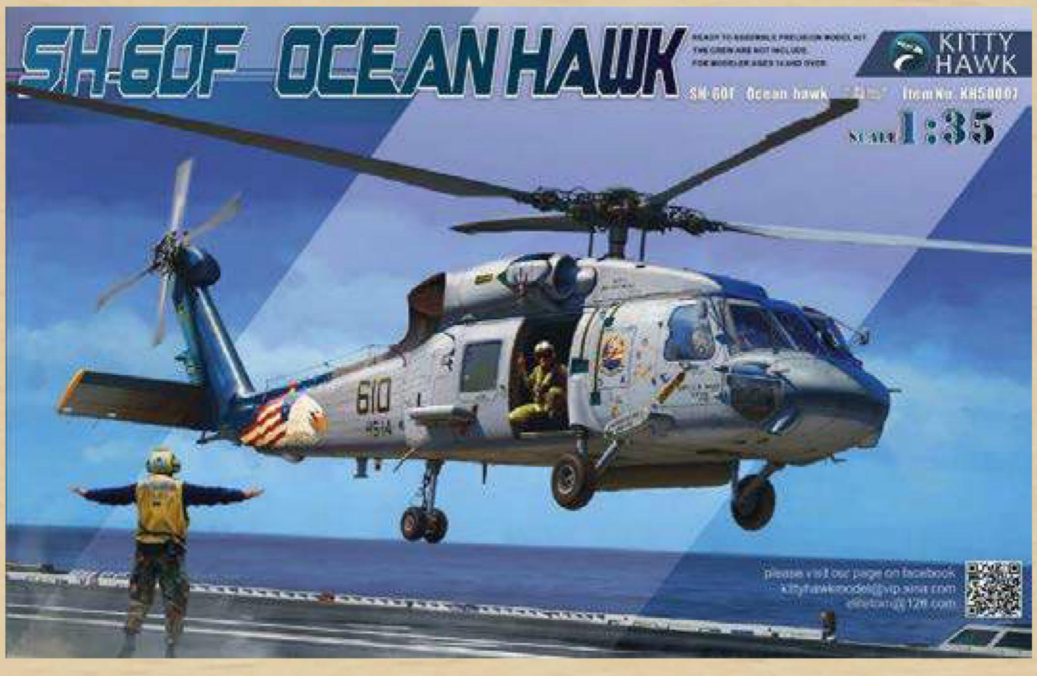


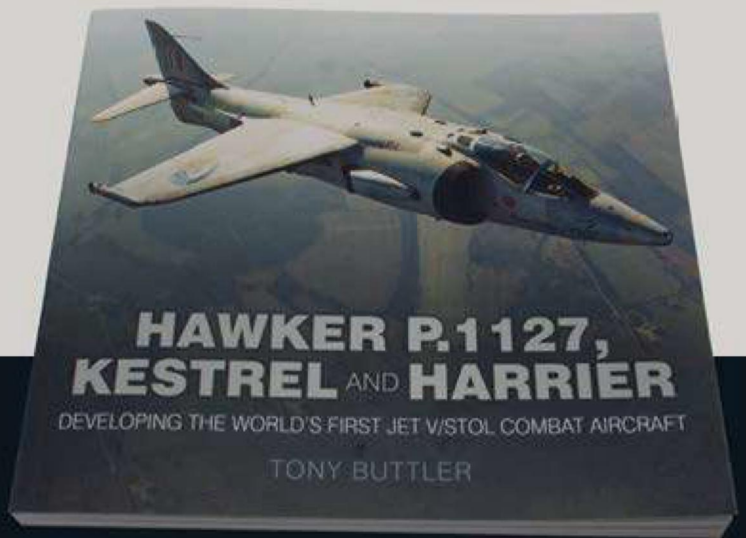
FROM FURY TO SEA HAWK - AMERICAN CLASSICS PREPARE FOR TAKE-OFF…

Facebook is always a rich seam of information to mine, so we are delighted to bring you some information on two of Kitty Hawk's upcoming releases, their 1:48 FJ-3 Fury and what looks to be a very impressive 1:35 Sea Hawk helicopter. Though we have no concrete release dates as this magazine goes to print, it would appear that the Fury is almost imminent, the first images of it being seen here and elsewhere during 2018. We will certainly bring you more information when we have it and if we can source samples, in-depth previews and builds as well.

Bf 109G-10 WNF/Diana

SAMPLES FOR REVIEW

Please send all items for review to the following address: Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom. Companies in the European Union should also add our VAT number, which is GB 789 7020 84



THE HISTORY PRESS

www.thehistorypress.co.uk

- By Tony Buttler
- Published by The History Press
- Guide Price £20.00
- ISBN 978-0-7509-6530-9
- 154pp softback

We are not sure whether this is a new title, the initial release date of 2017 suggesting that it is not, but it is certainly new to us and as such we felt it was worth bringing to your attention.

Having spent a few hours at Cosford where of course you will find a wonderfully restored Kestrel FGA.1, we were delighted to see this book on their book shop shelves. Picking it up to take a look it soon became apparent that this was a very impressive publication offering an incredible amount of technical data, photographs and impressions of all three aircraft mentioned on the cover. How could we resist buying a copy?

This book unashamedly deals with the development of Britain's 'Jump Jet' from the early P.1127 prototypes with their underpowered engines, through to the elongated Kestrel and on to the Development Batch Harriers and their entry into both RAF and USMC service (there is no detail of their service life thereafter). Throughout the pages you will find hundreds of superb photographs, many of them unlikely to have been seen before by all but the most knowledgeable of students. This was certainly true in my case, where, despite studying this aircraft in detail over many years, I was taken aback by how much I had not seen and how full of holes my library was when it came to each one!

Open the book and you will find John Farley's opening introduction where he touches on the fact that the detail contained within its pages lend a heft to proceedings that may take it away from the needs of the casual reader. Though this is in part true, I would not say that that in any way spoils the enjoyment of flicking through the pages, each being packed with not only those details, but also the pictures and drawings that help to illustrate every aspect of the story. Reading the text is to be encouraged, but simply thumbing through the book to absorb the pictures is every bit as enjoyable!

The chapters work their way though the development of each particular aircraft, sensibly laid-out pages offering an almost day-to-day history of each one as they progressed through testing and the highs and lows that were experienced along the way. As you read through the book you will discover how each aircraft was altered, sometimes in very small ways to get the most from each design, how subtle changes to the airframes were needed to allow it to fly as planned and how in the case of the early engines, their lack of power and life was such that after only an hour in some cases they needed to be removed and rebuilt! It's all stirring stuff and a wonderful testament to the designers and engineers who took an idea and ran with it, to create what became one of the world's great aircraft.

This is a very fine book that will delight not only fans of the Harrier family, but also aviation enthusiasts as well. It is superbly written, packed with technical detail and illustrated with some of the finest pictures I have ever seen of these aircraft published in one place. And at £20, it is an absolute bargain. Grab it while you can folks, you won't regret it! (Spencer Pollard)

An early P.1127 XP980 as seen at the Fleet Air Arm Museum Yeovilton. This aircraft is something of a hybrid, having been fitted with Harrier wings, something that would most definitely not had had during its period of testing! (Spencer Pollard)

A BIT OF INSPIRATION – RAF PHANTOM FGR.2S

WITH THE ARRIVAL OF THE NEW AIRFIX 1:72 FGR.2 PHANTOM, GLENN SANDS PROVIDES A BRIEF PHOTO-REPORT OF THE RAF'S FGR.2 PHANTOM FORCE COLOURS

2

3

1: One of the most attractive of markings worn by RAF Phantoms was that of 41 Squadron which reformed with the FGR.2s at Coningsby on April 1, 1972. The unit was tasked with reconnaissance duties as part of 38 Group. All images, Glenn Sands collection. 2: In NATO RAF standard colours of Dark Sea Grey BS381C:638 and Dark Green BS381C:641: over Light Aircraft Grey BS381C:627 this FGR.2 illustrates that the upper surfaces wrap around the leading edges of the wings and tailplanes. This F-4 is from 228 Operational Conversion Unit (OCU). 3: A Phantom FGR.2 XV430/S from 56 Squadron lands at RAF Coningsby. Of note is the larger antenna on the nose gear door, which was non-swept and fitted later in the FGR.2s service.

1

4: An FGR.2 of 92 Squadron in February 1978 still wearing its NATO tactical scheme. The aircraft retained this scheme until late 1985, when the air defence three-grey finish was applied. Not the drop tank borrowed from an air defence grey aircraft. 5: Lacking any squadron markings this FGR.2 is actually serving with 6 Squadron. This image shows the overall pattern of the upper camouflage along with the subtle weathering. Note that XV414/B has yet to be fitted with the RWR suite on the top of its fin. 6: Phantom FGR.2 XV465/F from 19 Squadron departs RAF Wildenrath in April 1990. 7: A twin-stick FGR.2 XT900/CO of 228 Operational Conversion Unit (OCU). The aircraft had a dark blue tail which was only applied in the final years of service with the OCU. 8: As the Lightnings of 56 Squadron were retired at RAF Wattisham, FGR.2s began flying operational sorties with the squadron from RAF Coningsby. XV432/N sports the red and white chequerboard either side of the fuselage roundels and the traditional phoenix emblem on the fin. The phoenix was in yellow, with a white eye and fine black detail, rising out of red and yellow flames. When the fin mounted RWR suite was introduced to the FGR.2 fleet, 56 Squadron was one of those that had to revise its tail markings to accommodate the structural modifications.

9: The early-1980s saw the introduction of a new air defence grey camouflage scheme across the RAF's Phantom force. XT902 from 19 Squadron, which wears Barley Grey BS4800.18B.21 and Medium Sea Grey BS381C:637 upper surfaces with Light Aircraft Grey BS381C:627 undersides. All the greys had a satin finish in order to provide some protection, although this example is still heavily weathered. 10: An FGR.2 XV490/S from 92 Squadron on finals to RAF Gütersloh. The airframe is matt tactical with a grey radome and light grey wing tanks. 11: Devoid of any missiles or a gun-pod FGR.2 XV474/T from 74 Squadron has just returned from RAF Akrotri, Cyprus. Near the end of service a second white UHF aerial blade was added to the upper spine. Not all of the squadron's jets would receive this modification before retirement. 12: A former 228 OCU aircraft, whose unit markings can still be seen on the intake either side of the low-viz roundel, XV499 was later issued to 74 Squadron, one of the RAF's 'tiger' squadrons. The new operators were quick to paint the F-4's tail black and apply tiger stripes to the fin top, a tradition that dated back to their Lightning days. 13: Phantom FGR.2 XV404 in the 74 Squadron tiger scheme after the aircraft had completed its operational service at RAF Wattisham on September 23, 1992.

14: Near the twilight of their service RAF Phantoms wore a number of special schemes one of which was this overall Roundel Blue by 92 Squadron, FGR.2 XV408. The scheme was to mark the end of RAF Phantom QRA operations from the former West Germany and to pay homage to the days when the squadron operated a Hawker Hunter display team in a similar scheme. It is one of the colour options included in the Airfix Phantom kit.

15: The disbandment of 19 Squadron in the summer of 1991, allowed FGR.2 XT899/B to be painted in this striking blue colour scheme. Together with FGR.2 XV408/Z of 92 Squadron the pair took part in the 1991 RIAT air show at RAF Fairford.

16: The size of the NATO hardened aircraft shelters were only able to accommodate one Phantom at a time. XV419/AA of 19 Squadron illustrates the subtle weathering of the panel lines that occurred when flying in Europe. This particular aircraft is fitted with two drill ballast AIM-7 Sparrow missiles in the forward bays which, were fitted to keep the centre-of-gravity within acceptable limits.

17: Early in 1980, and FGR.2 XV435/X of 92 Squadron lands at RAF Wildenrath after a local ACM sortie with a nearby NATO squadron. By this stage the 'tactical camouflaged' Phantoms were routinely seen with grey air defence camouflaged drop tanks and nose cones.

BUILT AND WRITTEN BY MIKE WILLIAMS

IT'S A ROCKET, MAN!

We build Revell's simple little V-2, the perfect 'weekend' project for beginners or those looking for a relaxing, in-between project. Blast off!

A change is as good as a rest, or so the saying goes. Having received this little box from the editor to preview in this magazine, I realised that I would not have given this kit a second glance on the shelf of the hobby shop. It is not a subject that readily appeals to me to be honset, so it was a very pleasant surprise to see what was in the box and then how much I wanted to build it!

In The Box

The kit comprises only 46 parts and stands just over 20 cm tall when complete. As such, it is a compact and relatively simple model, though the details, especially on the launch stand are exquisitely fine and testament to the kit's origins from the Czech republic, this being a re-box of the kit from the CMK/MPM stable.

One quiet Sunday afternoon I found myself waiting for parts to dry on a few of my larger projects so I cracked this little box open and starting cutting pieces off the runners to see how everything went together. A couple of hours or so later I had a fully assembled model that only needed some paint to finish it off! How's that for a quick project?! The lack of clear parts or cockpit both help to create speed up the build, the rocket itself only have 10 parts to its name, the majority of the parts count being found in the launch stand and towing bar.

The rocket motor, such as it is, comprises just four parts, none of which will be seen on the completed model save for the very back of the exhaust section. This was simply sandwiched between the two body halves. The large 'fuselage' halves fit well except for the pointed tip, this area needing a small amount of putty to blend it in and create s

SKILL LEVEL:
Beginner/Intermediate

SPECIFICATION:
Revell 1/72 German A4/V2Rocket
Kit No. 03309
Materials: IM
Availability: All good model shops
Price £12.99

BEFORE STARTING:
Tamiya Extra Thin Cement
Tamiya Extra Thin Cement Quick Setting
Tamiya masking Tape
Swann-Morton Scalpel No.3 handle with no.11 blades
Wilder pointed tweezers
Sponge sanders
Vallejo Plastic Putty
Micro drill and bits
Roket Rapid Super glue
Roket Blaster

AIRBRUSH:
Iwata Revolution CR

PAINTS USED:
Mr Hobby
H65 RLM70 Black Green
H71 Middle Stone
Tamiya
XF-1 Matt Black
XF-2matt white
XF-49 Khaki
XF-59 Desert Yellow
XF- 69 NATO Black

If you want to see a real V-2, pop down to the RAF Museum Cosford where you will find one complete with it's trailer... (Photo Spencer Pollard)

RIDERS IN THE SKY

The editor tackles Eduard's spectacular reboxing of Hasegawa's B-24 Liberator, to build a 311 Squadron Liberator GR.MK.VI as operated by RAF Coastal Command during WWII.

One to Keep Your Eye On

1/72 War Bird Series **Messerschmitt Bf109 G-6** (Item 60790)

IN THIS ISSUE...

Written by Spencer Pollard

Hello everyone, welcome to the May 2019 edition of your favourite aviation modelling magazine!

If this issue is defined by one thing, it's our concentration on that most popular of aircraft scales: 1:72. As you leaf through the pages of this edition of MAI, you will find three in-depth builds that feature models in this scale - Nigel Poole's Airfix B-25 Mitchell, Marcus Jellyman's Azur/FFROM CASA Aviocar and finally, Mike Williams' rendition of the Airfix F-4 Phantom FGR.2.

Taking the B-25 Mitchell as our first in-depth build, Nigel Poole has revealed everything that you need to get the very best from this impressive kit. From basic construction through to the use of home-made masks for the markings, it's all there within his feature which begins on page 28.

Though we concentrate heavily within MAI on aircraft that have served with the RAF and Royal Navy, we also like look at aircraft from other armed forces as well. A particular favourite amongst our authors, especially Marcus Jellyman, is the French Air force 'Armée de l'Air' and their opposite number with the navy, the 'Force maritime de l'aéronautique navale', or more pithily, the Aéronavale. This month Marcus builds one of the Armée de l'Air's attractive transport aircraft, the CASA Aviocar using the Azur/FFROM kit. His feature offers plenty of guidance with regards to assembly and painting, along with some superb shots of the real machine in service around the world, all beginning on page 46.

Having already looked at the Airfix release of the Royal Navy's F-4 Phantom last year, we thought you would like to see it now that to has been released in RAF markings. Never ones to take the easy route to the completion of a kit, we then decided to finish the model in arguably the finest scheme ever carried by a Phantom, the anniversary colours that celebrated Alcock & Brown's transatlantic flight. Mike Williams takes us through the build and some of the trials and tribulations that he encountered whilst completing that famous colour scheme beginning on page 38.

Dropping down a scale we are delighted to bring you a feature on the A-7 Corsair, this time built from a kit created by a manufacturer that we have not featured before: Heroes Models. Hailing from Italy, this impressive, one-man-band, creates some very impressive kits and accessories, all superbly cast in resin. Roy Kinsella tackles this new kit, finishing it in the scruffy colours and markings of the Greek Air Force. The fun begins on page 22.

Our final build this month covers a kit that we have already looked at, Eduard's 1:48 Tempest. In Drewe Manton's earlier feature he built the kit from the box, so this time we have loaded it up with all of Eduard's updates to show you what the kit will look like should you decided to take that route to completion. James' Hatch's stunning feature begins on page 58. Let the cutting begin!

AND FINALLY...

As this issue went to print, the RAF finally retired the last of their Tornado GR.4 aircraft. To commemorate this important event, Marcus Jellyman has created a photo feature that shows many of these aircraft in RAF service. There are plenty of different jets to admire in plenty of colour schemes, all of which should provide grist for the mill when Italeri's 1:32 kit finally arrives later this year! Marcus' photo-feature begins on page 70.

So this then is the May issue of Model Airplane International - we hope that you enjoy it and that we see you again next month!

Fw 190A-8 1/48 NEW GENERATION

W.Nr. 731078, Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944

W.Nr. 350189, 12./JG 5, Herdla, Norway, Spring 1945

W.Nr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945

W.Nr. 171180, 6./JG 300, München-Neubiberg, Germany, April - May 1945

W.Nr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October - November 1944

eduard

ProfiPACK #82147
April 2019

www.eduard.cz

EURO DECALS FROM FANTASY PRINTSHOP

www.fantasyprintshop.co.uk

Fantasy Printshop is a regular printer to decal publishers but release decal sheets occasionally under their own Euro Decals banner. We have some more recent additions to their range to show to you this month.

PANAVIA TORNADO GR.4/4A PT2 (SHEET NO. ED-32120)

At this time, as I review this new set of Tornado decals, there is a Tornado formation not far from here flying over RAF Leeming and RAF Topcliffe on a farewell tour of RAF Stations as, sadly, Tornados bow-out of service.
Aftermarket decal sheets for the 1:32 Tornado are rare so to fans of this big kit, this will be a welcome this second new release. At the moment, the Revell kit is the only option but there is a new kit from Italeri coming over the horizon. This set includes markings for three Tornado special anniversary schemes. The first striking feature of the beautifully printed sheet is the large size of some of the items. I wouldn't use these as my first attempt at applying decals!!

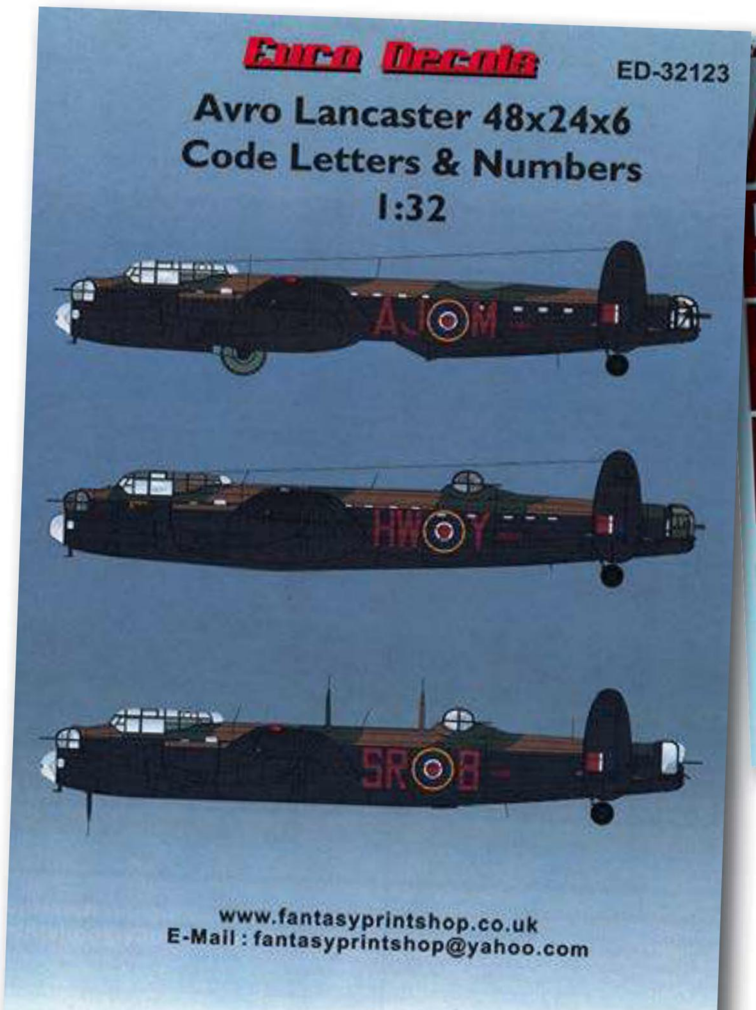
- Tornado GR.4 ZA401 with No. 13 Squadron at RAF Marham in 2005. The scheme commemorates the squadron's 90th anniversary. The base scheme is Dark Sea Grey over Camouflage Grey with a spectacular three-colour tail fin. The Yellow central portion of the design is provided on the decal sheet with the Roundel Blue and Satin Green portions to be painted. This will not need any precision spacing as most of the demarcation between the two is behind the decal.
- Tornado GR.4 ZA543 'FF' with No. 15 Squadron in 90th Anniversary markings when based at RAF Lossiemouth in 2005. The base colours at the time were Dark Sea Grey on the upper surfaces with Camouflage Grey undersides. A large fox's head was applied to both sides of the tail fin with Black, White and Green stripes. The Tornado's spine and fin leading edge was painted Satin Black.
- Tornado GR.4 ZG756 'BX' with No 14 Squadron at RAF Lossiemouth in 2005 wearing 90th Anniversary markings. Again, we have a very large decal to apply to the Roundel Blue painted tail fin in the form of a curved White band running from the front tip of the fin to the top corner. The base scheme is again two-tone Grey.
- If you are looking to use this sheet, don't forget Euro Decal's excellent stencilling sheets that we reviewed recently.

The three Tornados on the latest Euro Decals 1:32 sheet on show at RIAT 2005.

AVRO LANCASTER 48X24X6 CODE LETTERS & NUMBERS (SHEET NO. ED-32123)

Last month we saw Euro Decals sheets of 1:32 serial numbers and now we have two sheets of those large letters and numbers that appear on the rear fuselage of most Lancasters. These will be ideal for those who have been wealthy enough to buy a copy of the Hong Kong Models Lancaster or are getting prepared for the arrival of the Wingnut Wings kit towards the end of this year. The standard set of decals is four A4-sized sheets, two of the alphabet and two of mainly figures 0 to 9. Each letter appears in two font styles and the figures are in three different styles. Worthy of a mention is the fact that you can buy the full set of four sheets or if you wish, individual sheets. See the web site for details.

Thanks to the Fantasy Printshop for sending their new decal sheets for review. See their web site: fantasyprintshop.co.uk or phone 01208 77772 for availability.



CASA'S AVIOCAR

WE OFFER A FEW INSPIRING OPTIONS FOR BUILDERS OF AZUR / FRROM'S 1:72 CASA 212 SERIES 300.
WITTEN AND PHOTOGRAPHED BY MARCUS JELLYMAN

During the late 1960s, the Spanish Air Force was still operating a number of outdated piston-engined transports, including the three-engined Junkers Ju 52 and two-engined Douglas C-47. In order to meet the Spanish Air Force's needs to modernise its transport force, CASA proposed the C-212, a twin engined 18 seat transport aircraft that would be capable of fulfilling a variety of military roles, including passenger transport, ambulance aircraft and paratroop carrier, while also being suitable for civil use. The first prototype flew on 26 March 1971. In 1974, the Spanish Air Force decided to acquire the Aviocar to update its fleet.

Airlines took note of the type's success with the military, so CASA developed a commercial version, the first examples of which were delivered in July 1975. In August 2006 a total of 30 CASA C-212 aircraft (all variants) remain in airline service around the world. The -400 was introduced in 1997 with a glass cockpit and more powerful engines.

In 2010, Airbus Military said it could no longer afford to produce the C212 in Europe and after production in Seville slowed to four in two years, the last C-212 produced in Spain was delivered in late December 2012 to the Vietnam Marine Police. Over 42 years, 477 aircraft have been produced for 92 operators. (Wikipedia)

D3B-8 CASA 212 SPANISH SAR AS SEEN IN PALMA, MAJORCA.

As you would expect, the Fuerza Aerea Española (Spanish Air Force) operated many Casa 212s over the years, which included SAR duties on the Spanish coast and many of the countries islands.

D3B-8 CASA 212 SPANISH SAR PALMA MAJORCA.

Palma Majorca had a resident Casa 212M-200 that patrolled the local waters, and it was captured here returning to the island in September 2000. The aircraft has since moved on across the Atlantic Ocean and now serves with the Argentinian Army as AE-265.

EC-HAP CASA 212-400MP.

From SAR to Space, with Casa 212-200 Aviocar T.12D-74/54-11 carrying out a spirited departure from Zaragoza Air Base in northern Spain during the 2016 NATO Tiger Meet back to its base at Torrejón, Madrid. The aircraft is operated by INTA – Instituto Nacional de Técnica Aeroespacial, the Spanish Space Agency.

T12D-74 54-11 CASA 212 - INSTITUTO NACIONAL DE TENICA AEROESPACIAL - ZARAGOZA.

EC-MAP Casa-212-400MP operated by M.A.P.A – Secretaria General de Pesca Maritima (Spanish Ministry of Agriculture for Fisheries & Food) was caught landing at Palma Majorca in 2002 from it home base at Malaga – Pablo Ruiz Picasso airport.

END OF AN ERA

THIS YEAR HAS MARKED THE END OF TORNADO OPERATIONS WITH THE ROYAL AIR FORCE. TO COMMEMORATE THAT IMPORTANT EVENT, MARCUS JELLYMAN HAS DRAWN TOGETHER SOME WONDERFUL IMAGES OF THIS ICONIC AIRCRAFT AS IT PASSED INTO THE HISTORY BOOKS. WRITTEN AND PHOTOGRAPHED BY MARCUS JELLYMAN

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1: ZA461 Tornado GR.4 of No. 15 Squadron based at RAF Lossiemouth is seen in this special colour scheme marking the 100th Anniversary of the Squadron. The aircraft is seen parked in the static display of the 2015 Royal International Air Tattoo, RAF Fairford. 2: ZA456 Tornado GR.4 of RAF Marham based No. 9 (B) Squadron looking resplendent in its beautifully painted 100th Anniversary markings in the static display of the 2015 Royal International Air Tattoo, RAF Fairford. 3: ZA452/021 Tornado GR.4 operating within the RAF Marham Tornado Aircraft Pool and flying on this day with No. 2 Squadron and seen here arriving back to Marham in March 2007 with a Raptor Reconnaissance Pod attached to the centre belly pylon. The airframe is now preserved at the Midland Air Museum.

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4: ZA612/IV Tornado GR.4 with markings from No. 2 Squadron is seen on final approach to its home base at RAF Marham on the 2nd March 2007. 5: ZA429/029 Tornado GR.4 of No. 9 (B) Squadron based at RAF Marham was painted in this special colour to celebrate "25 Years of the GR", and is seen here returning to its home base in April 2007. 6: ZG750 or 'Pinky' as she was affectionately known was painted in Operation Granby Desert Pink for the 25th Anniversary of the GR in operations. The aircraft is seen here returning to RAF Marham from the 2016 Farnborough Airshow. 7: ZA564 Tornado GR.4 of No. 31 Squadron 'Goldstars' wore this special colour scheme celebrating their 90th Anniversary during 2007, and is seen here departing the 2007 RAF Waddington Airshow. 8: ZA611 Tornado GR.4 of No. 41 (R) Squadron departs the 2008 RAF Waddington Airshow with a trio of Brimstone missiles under the belly. The squadron currently operates as the RAF's Test and Evaluation Squadron.

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9 & 10: Fantastic nose art on ZA400/011 Tornado GR4A ‘Scud Hunter’ of No. 2 Squadron departs the RAF Waddington Airshow for its home base of RAF Marham in July 2008. 11: With a wave from the WSO, ZG713/123/G Tornado GR.4A of No. 2 Squadron is seen blasting past the Caravan at its home base of RAF Marham in March 2009. 12: ZD748AK Tornado GR.1 of No. 9 Squadron looks fantastic in its old camouflage colour scheme at the Royal International Tattoo 1998. The aircraft was sporting a quartet of AGM-88 HARM missiles on the belly and wings. 13: ZA462/CG Tornado GR.1 of No. 17 Squadron seen sporting the Grey colour scheme at the Royal International Air Tattoo 1998. 14: ZA393/BE Tornado GR.1 of No. 14 Squadron was another aircraft in camouflage at the 1998 Royal International Air Tattoo. Sadly all the Tornado fleet was to lose the colourful camo scheme not long after for the rather drab Grey. 15: ZA360/B-56 Tornado GR.1 of the Tri-National Tornado Training Establishment was an attendee at the RAF Mildenhall Air Fete in the late 1990’s. Based at RAF Cottesmore, the unit trained aircrews from the Royal Air Force, Luftwaffe and Italian Air Force from 1981 to 1999. 16: ZG729/M Tornado GR.4A of No. 13 Squadron sits at rest at its home of RAF Marham in Norfolk during the 2006 Families Day.

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17: ZD714/AJ-W Tornado GR.4 in the famous colours of No. 617 Squadron 'Dam Busters' performs another circuit of 'Touch and Goes' RAF Marham in April 2007.

18: ZA611 Tornado GR.4 wearing the colours of No. 41(R) Squadron is seen about to touchdown on RAF Coningsby's runway 25 in November 2006. The Squadron had only recently moved to RAF Coningsby from RAF Coltishall after the retirement of the Jaguar.

19: ZG756/BX Tornado GR.4 of No. 14 Squadron was a welcome visitor to the 2007 families day at RAF Northolt. The colourful markings were to celebrate the 90th Anniversary of the squadron.

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20: ZD748 'Shiny Two' Tornado GR.4A of No. 2 (AC) Squadron is seen over the 'keys' on runway 27, arriving for the 2007 Royal International Air Tattoo. This beautiful colour scheme was to celebrate the squadrons 95th Anniversary. 21: ZD716/DH Tornado GR.4 of No. 31 Squadron leave the active runway at RAF Marham during the final days of Tornado operations. The aircraft was one of three painted for the retirement celebrations, and celebrated 35 years of 31 Squadron operating the type. 22: Tornado GR.4 ZG771 was painted in this special colour scheme in 2016 for the 100th Anniversary of RAF Marham. She is seen here on the 28th February after taking part in a mass flypast as part of the Tornado retirement celebrations. 23: ZG752 Tornado GR.4 sported this fantastic 'retro' camouflage colour scheme for the retirement celebrations that took place during February and March of 2019. Here it leads a line of ten aircraft in an 'Elephant Walk' along RAF Marham's runway 19. 24: ZD709 Tornado GR.4 retracts the gear and carries out a missed approach before heading round for another circuit of RAF Marham. 25: A scene never to be repeated as ten Tornado's perform an 'Elephant Walk' along RAF Marham's runway 19, before pulling up and turning for a pose for the 1000s of photographers. The guys and girls of RAF Marham are to be congratulated for giving the Tornado such a wonderful send off.

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HERE AT LAST!

AIRFIX'S INCREDIBLE F6F-5 HELLCAT LANDS ON DECK...

Having made something of a splash at last year's Scale Model World event in Telford as it was unveiled to an expectant public, Airfix's latest 1:24 offering was highly anticipated and now that an early sample has arrived on the MAI workbench, we can say with some conviction that the wait was more than worth it. The results are simply magnificent.

First impressions last, so the 600+ parts take some getting used to, as does the size of the model and the detail that it contains. You'll find a fully appointed cockpit, complete engine bay, gun bays, the option of folded or unfolded wings and enough weaponry to start a small war. Surface detail cleverly replicates the lapped, rippled and riveted panels of the original and where raised features are needed, they are included as well. It really is an engineering study in miniature.

Along with the plastic parts, the kit also supplies what can best be described as an encyclopaedic instruction manual that breaks the build down into over 300 steps(!) and then full painting instructions, both as construction progresses and then for the colour schemes that are offered in the kit. Careful study of both will be needed before beginning work as there is a mountain of options within the kit and they will need to be careful catered for in advance.

As you can tell, we are very excited about this kit and have already begun initial construction, ready for the start of a series of features on it beginning later this year.

See you next time. ■

Fokker D.VII (OAW)
1/72
eduard

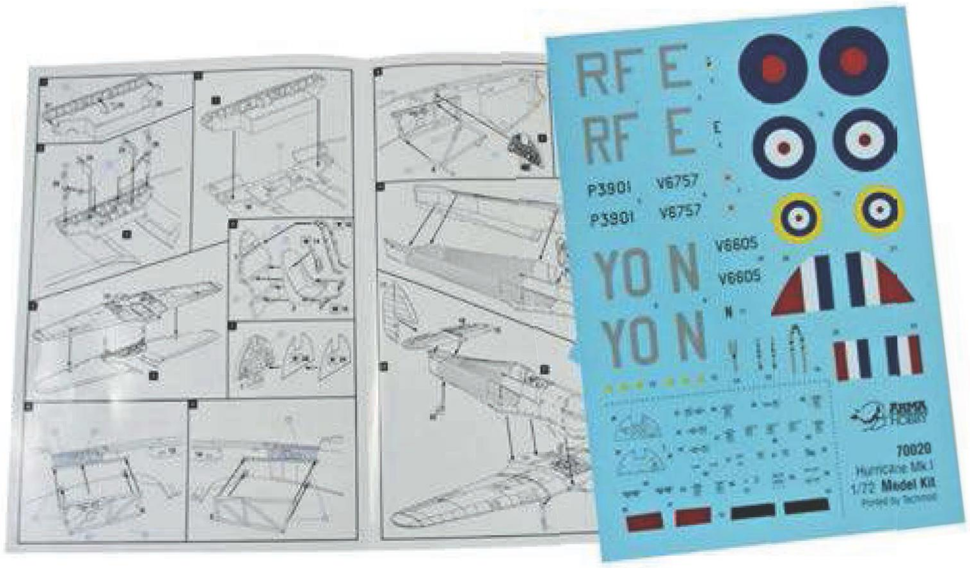
ARMA HOBBY

www.armahobby.com

HAWKER HURRICANE MK.I

Arma Hobby/Materials: IM/Kit No. 70020/Availability: All Good Model Shops/Price: £11.70

This is a brand new tooling of the metal wing Hawker Hurricane Mk.1 from relative newcomers to injection moulded kit manufacture, Arma Hobby from Poland. This is only the third full kit they have produced and it is a little beauty, featuring a fully detailed cockpit and undercarriage bays with excellent mouldings for the instrument panel and tubular framework that is so unique to the Hurricane. There is also an 'Expert' version of this kit available that includes a photo-etched set and pre-cut masks for the canopy. This version however contains just the plastic parts, so can be built by all modellers irrespective of their levels of skill.



Along with the basic airframe, the kit includes optional parts for open or closed canopies, three spinners and two different types of propeller blades, as well as the Vokes tropical filter (not needed for this particular release). Everything is beautifully moulded and detail is superb - so far, so very good.

The surface detail comprises delicate panel lines as well as rivet and fastener details around the various engine panels. The parts' breakdown looks to be very simple yet clever, with conventionally split fuselage halves, one piece lower wing with two upper sections. The tail features a built-in rudder although the tailplanes have separately moulded elevators allowing them to be posed as you wish. There really is only one let-down with this basic version of the kit and that is the lack of seatbelts save for some rudimentary efforts found on the decal sheet. Talking of decals, they are superbly printed by Techmod who are generally regarded as one of the best decal printers around. Two markings options are included, the choices being as follows:

- Hurricane Mk.1 V6605, /YO-N, 1sqn RCAF Northolt, September 1940. Aeroplane from a Canadian squadron borrowed from 303 squadronF/O Zdzistaw Hennenberg has claimed Me-109 probably destroyed on 7th September 1940
- Hurricane Mk.1 P3901/RF-E, 303 squadron Polish Air Force, Northolt, September-December 1940, The aeroplane was flown by among others F/O Witold "Cobra" Urbanowicz and P/O Jan "Donald" Zumbach

TRANSFER LIST

EURO DECALS FROM FANTASY PRINTSHOP

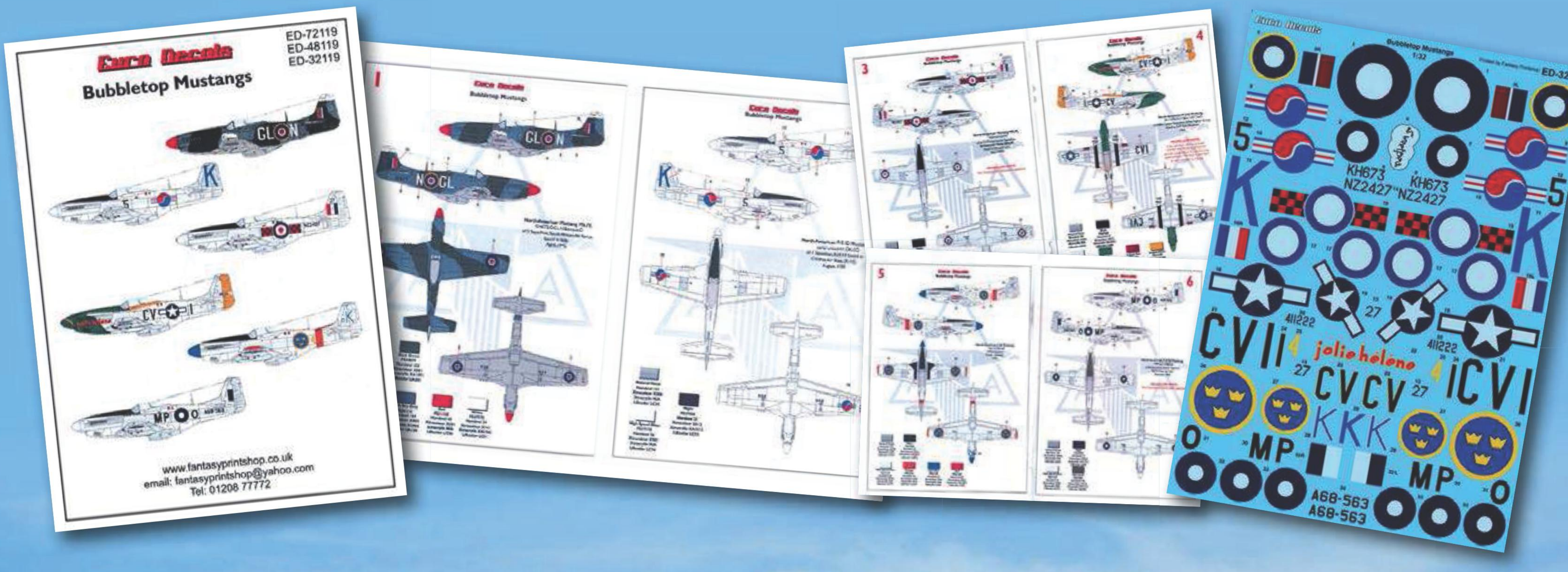
www.fantasyprintshop.co.uk

Fantasy Printshop is a regular printer to decal publishers but release decal sheets occasionally under their own Euro Decals banner. We have some recent additions to their range to show to you this month for the builders of 1:32 models. We reviewed the Mustang sheet earlier this year in its 1:72 and 1:48 versions. Also, a good selection of decals for the recent 1:32 Revell Mirage III. These will look good on the large delta jet.

BUBBLETOP MUSTANGS (SHEET NO. ED-32119)

Six sets of Mustang markings, with some interesting and unusual schemes on offer, from WWII and into the early 1950s. National markings are supplied for all six aircraft.

- Mustang Mk.IV GL-N 'Sweetpea' with No. 5 Squadron of the South African Air Force when operating in Italy in 1945. The scheme is a pattern of Dark Green and Ocean Grey on the upper surfaces with Light Grey FS36440 undersides.
- Mustang P-51D K5 with No. 1 Squadron of the Royal Korean Air Force at Chinhae Air Base in August 1950. This Mustang is in overall High Speed Silver.
- Mustang Mk.IV NZ2427 '27' with No. 3 (Christchurch) Squadron of the RNZAF at Christchurch in the 1940s. The scheme was overall High Speed Silver with bold squadron marking on the fuselage sides.
- Mustang P-51D 44-11222 CV-I 'Jolly Helene' with the 368th Fighter Squadron at RAF East Wretham in 1945. This is the most colourful Mustang in overall High Speed Silver, a Green nose and Insignia Yellow rudder and canopy trim.
- Mustang J-26 26115 4K with the Swedish Air Force in 1951. The finish is overall High Speed Silver.
- Mustang P-51D A68-563 MP-O with No. 86 Squadron RAAF at Bohle River Airfield in Australia in 1945. Overall High Speed Silver was applied to this Mustang.



Phantom FG.I XT863 in Treble One squadron markings at the Teesside Air Show in August 1983.

RAF
RESCUE

WESTLAND'S WORKHORSE

CLOSE-UP IMAGES PROVIDE ALL THE DETAIL THAT YOU'LL NEED TO IMPROVE YOUR BUILD OF THE AIRFIX 1:72 KIT WRITTEN BY SPENCER POLLARD AND IAN MCGONAGLE.

The Westland WS-61 Sea King is a British licence-built version of the American Sikorsky S-61 helicopter of the same name, built by Westland Helicopters. The aircraft differs considerably from the American version, with Rolls-Royce Gnome engines (derived from the US General Electric T58), British-made anti-submarine warfare systems and a fully computerised flight control system. The Sea King was primarily designed for performing anti-submarine warfare (ASW) missions. A Sea King variant was adapted by Westland as a troop transport known as the 'Commando'.

In British service, the Westland Sea King provided a wide range of services for both the Royal Navy and the Royal Air Force. As well as wartime roles in the Falklands War, the Gulf War, the Balkans conflict, the Iraq War and the Afghanistan War, the Sea King is perhaps most well known in its capacity as a Royal Navy Search and Rescue (red and grey livery) and RAF Search and Rescue Force (yellow livery) helicopter. The Sea King was also adapted to meet the Royal Navy's requirement for a ship-based airborne early warning platform. (Wikipedia)

Whilst down in the South West of England several weeks ago, Jonathan Mock and I spent a few hours at the Fleet Air Arm Museum, Yeovilton, where I had the chance to photograph their Sea king. Nicknamed the "Banana Split" because of its half and half, yellow and grey plumage, the exhibit nevertheless offers plenty of opportunities for the enthusiast to examine the aircraft in detail, inside and out. Over the next few pages you will find plenty of the shots that we took. Should you be building the Airfix kit (or indeed any of the other available offerings of this aircraft I'm miniature) these images will no-doubt help you to add as much detail as you would like and so we hope that you find them useful!

This then is The Fleet Air Arm Museum's Sea King XV663… ■

Resplendent in its RAF colours and markings, the starboard nose of Yeovilton's Sea King shows off for the camera.

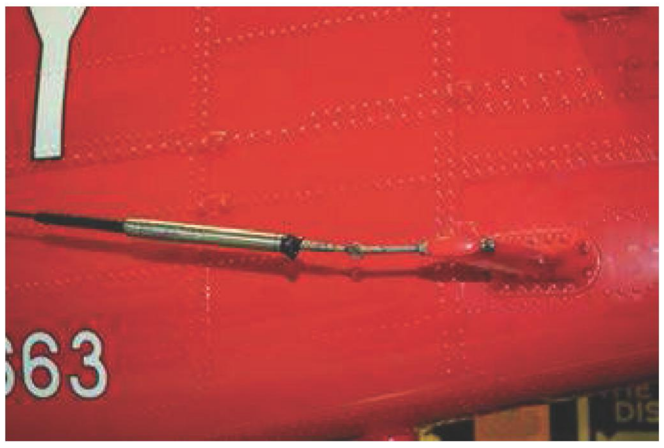
Undercarriage detail. Airfix capture these items well in the main, only smaller details needing to be added, before opening up those lightening holes. Note the gloss white finish and how it contrasts with the grey seen on the other side…

The floats dominate the sides of the Sea King and as such, offer ample scope for careful assembly and additional detail. Note undercarriage leg colouration, navigation light and the post for the aerial wire that runs the length of the aircraft.

Tailwheel detail. Note the weathering around this item, fluid leaks staining the overall grey finish.

There was no way that Airfix could hope to recreate all of this detail in 1:72, so that leaves the modeller the chance to have a go at adding the missing fixtures, fittings and pipework. Colour is predominantly satin black with metal details.

With its tail folded back, we are treated to a view of the internal details and interior colour, in this case a pale green-grey similar to Tamiya XF-71 Cockpit Green. This would be a very nice area to add to the basic Airfix kit…



Detail shot of the turnbuckle that fixes the end of the aerial wire to the end of the tail boom. This is a delicate detail that could be added with micro-tubing, or simply recreated with blobs of PVA or Tamiya Smoke.

In almost every kit of the Sea King, the floats are fixed in place with mounts that butt-joint against the side of the fuselage, leaving no gaps in the process. As can be seen here, the mounts are fixed with brackets that leave a gap, so this is another feature that could be included in your build to further up the levels of detail and finesse.

Radar dome atop the fuselage spine.

The ARI 5954 I-Band transponder antenna, with a soft foam ‘boot’ wrapped around its base. As with most things in service life, this part had a nickname, in this case the ‘coffee can’…

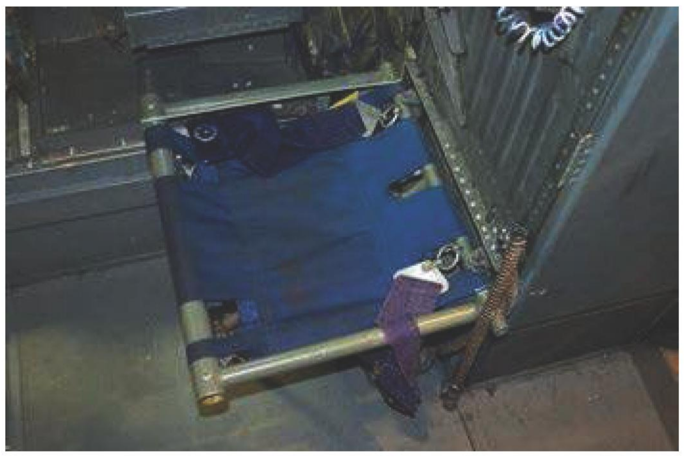
Flotation bags in detail.

The crew steps that form part of the front door are intricate items that offer much in the way of fine detail. Note the wires either side of the steps that allow them to be pulled shut.

Seat detail. Note stowage box and the vast amount of cabling that runs around the cockpit walls.

Here's the winch assembly for the dipping sonar. By removing the black fibreglass cover, the cable that attached to the sonar becomes visible, wrapped as it is around the winch drum. Interesting fact: the bulge on the left side of the transmission cowl above the service step, was the AC generator for this and the rest of the Anti-Submarine Warfare kit. The bulge is still seen on all UK Westland Sea Kings, but not on the US Sikorsky versions. Note that this sonar was only fitted to the RN Mk.1, 2, 5 (not the later 771 NAS aircraft) and the Mk.6.

A challenge for the real purists — the kit cockpit certainly doesn't look like this! With everything inside the cockpit being on show, any attempt to replicate at least some of this detail will be time well spent.



Folding canvases seat. Note the blue colour of the canvass and the contrasting shade found on the seat straps.

The folding seats found in the rear cabin add a much-needed splash of colour against the predominantly grey interior finish, as do the various bottles and warning labels. Note the dangling seat straps and sound-proof padding.

The cabin interior of the Fleet Air Arm Museum's Sea King, showing the anti-submarine equipment's operating consoles. Again, much of this could be replicated within the Airfix kit should the time and inclination take you in that direction.

The winch is another area that benefits from the addition of fine power cables and perhaps the strop that you see hanging from it in this shot.

The six-bladed tail rotor is a mass of colour and as such, can be a real focal point on any build of this helicopter in miniature.

Detailed close-up of the port undercarriage legs reveals much that can be added in terms of detail and painted features, the creep marks being particularly noteworthy.

Attached to the port nose is the sea anchor, used for pulling the aircraft if it ditches. This can be deployed when ditching and then, using the rope stowed behind the co-pilot's seat, the aircraft can be secured and even towed in very light seas.

THE EYES OF THE SULTAN

THE RAF MUSEUM COSFORD'S HUNTER FR10 REVEALS SOME OF ITS SECRETS...

WRITTEN AND PHOTOGRAPHED BY SPENCER POLLARD

It's always a good idea to carry some form of camera when you visit any museum and that was most certainly proven to be the case when Haris Ali and I spent a morning at Cosford's Restoration Centre last year. On a cold grey morning we wandered around to the entrance and on the way came across the Hunter that you see here. With no one around, we spent a few minutes examining the disassembled aircraft and with smart phone in hand, take the images that you see here.

Having taken the pictures and returned home, I rather forgot about them and it was only when the Airfix kit arrived that I took time to look at them again and carry out a little research. This Hunter was formerly part of the Royal Air Force of Oman and was presented to the Royal Air Force Museum Hendon where it was on external display for some years. Hunter FR.10 '853' started life as an F.6 XF426 in 1955 and served with No.208 Squadron RAF in Cyprus, then being converted to FR.10 standard in the late 1950s to provide the 2nd Tactical Air Force in Germany and Royal Air Force units in the Far East with a modern tactical reconnaissance platform. After conversion, this aircraft was flown by No.2 Squadron and then No.229 Operational Conversion Unit, before being handed over to the Royal Jordanian Air Force who in turn presented it to Oman in 1975. The aircraft was flown by the Royal Air Force of Oman until October 1993. It was presented to the Royal Air Force Museum in 2003.

Being an F6 airframe, this aircraft could prove to be a fun conversion for those with the skill to carry it out, only the nosecone needing be changed, with perhaps minor mods within the cockpit. Note also that the aircraft features the later FGA9 parabrake housing, this part being found in the Airfix kit. Decals we are sure could be sourced from the aftermarket, that overall grey finish looking very smart in miniature.

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BRUNTINGTHORPE'S HAWKER HUNTER T7 IN ALL OF ITS PAST GLORY!

WRITTEN AND PHOTOGRAPHED BY SPENCER POLLARD

Even those who have only a passing interest in post-war aviation will have heard of Bruntingthorpe's collection of Cold War aircraft and their open days throughout the summer that allow visitors to see many of the aircraft housed at this historic bomber base, and get up-close and personal with each one as their carry out 'fast taxi' runs down the enormous runway. Our last visit to one of the bank holiday open days allowed us to photograph their Hunter T7 and although the overcast weather conspired to almost freeze us to death(!) much fun was had examining this impressive jet in detail.

There is no doubt that Bruntingthorpe's Hunter has seen better days, its paintwork fading as quickly as its memory of service with not only the RAF, but also a number of other operators. Much like our FR10 seen this month, the aircraft has an interesting past. Built as T.7 XL605 in 1958, the aircraft began its service life with 92 Squadron's Blue Diamonds before being moved on to 66 Squadron and then 229 OCU. In 1966, the aircraft was returned to the Hawker factory and then modified to foreign T70 specifications before being loaned out to the Royal Saudi Air Force for jet conversion training and shortly after, to the Royal Jordanian Air Force, before being returned to the UK in exchange for an ex-RAF FR10. Having been refurbished at Dunsfold, the aircraft was finally returned to RAF duty with a new serial, XX467, serving with 229 OCU and the TWU, being retired to non-flying duties in 1983.

Sitting under cold grey skies, Hunter XX467 shows off for the camera. Diorama anyone?

Kept company by a Desta forklift truck, our Hunter reveals its very faded paintwork and minimal markings.

The paint has faded so much around the rear of the aircraft, the underlying structure is beginning to show...

Oddly, this wingtip appears to have been replaced/repainted, the glossy blue finish contrasting heavily with the surrounding camouflage.

A weathering enthusiast's delight! The intake blank is noteworthy in this shot, as is the mixed-material construction of the Aden cannon bulge.

With its nosecone removed, internal details reveal themselves. This would be very easy to add to a conversion...

Thanks to a combination of faded paintwork and rust, the access panels on the upper wing stand out perfectly. Note the delicate lines of rivets in this shot.

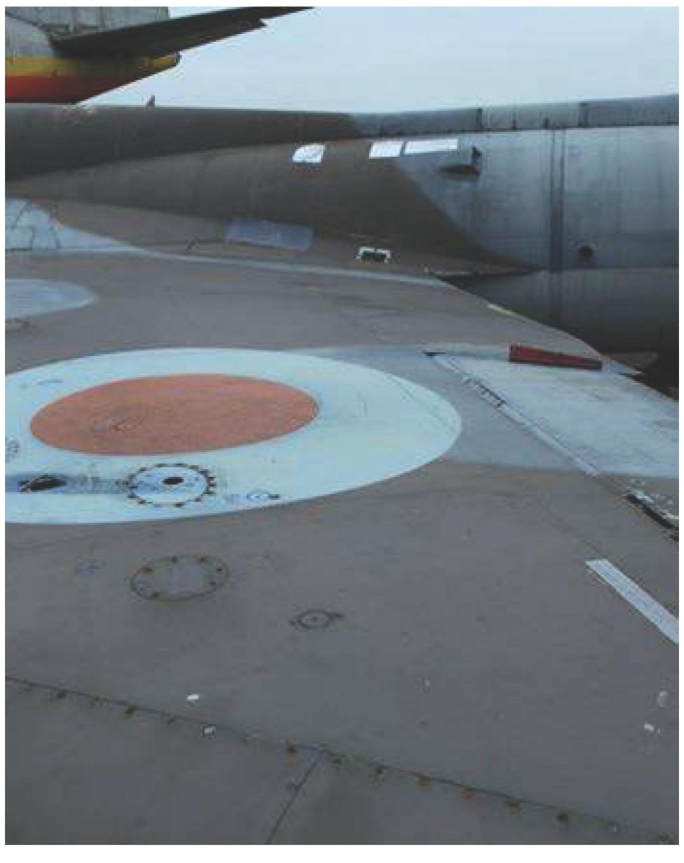
A close-up of that cannon bulge reveals riveting that's missing from all kits of the Hunter, including Revell's 1:32 kit.

Intake detail. Though not immediately apparent thanks to the weathering and fading over the airframe, the intake surrounds and interior are satin white in finish.

The RAF's Tactical Weapons Unit badge in detail. The simple panel lines around the nose standout well in this shot.

Diorama builders will find much to enjoy in this shot including the weathering, the incredible variety of paint shades, and the rope that seems to be holding the airbrake in its closed position!

Grabbed from another jet, the difference in not only colours, but also the position of the pale grey lower surface demarcation line, make this an interesting feature of this aircraft.



Wing surface. Look closely and you can see the ghosted outline of the aerial mount that has been removed from just above the roundel's surface.

This roundel has most certainly seen better days...

...As has this fin flash!

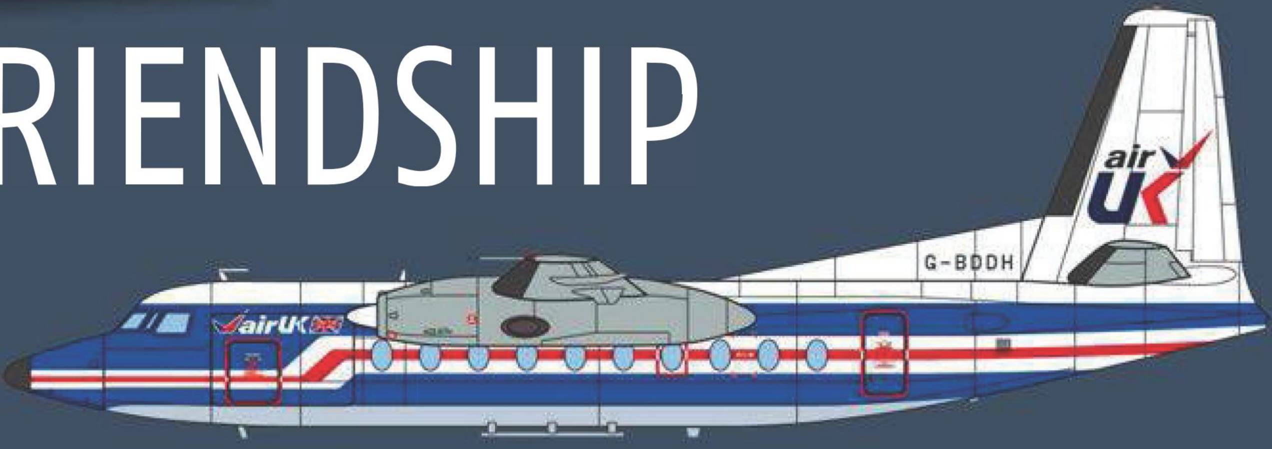
The flaps bays in the Airfix 1:48 kit are entirely bare. This is what the surfaces of the flaps should look like!

Faded glory. One final look at our Hunter T7.

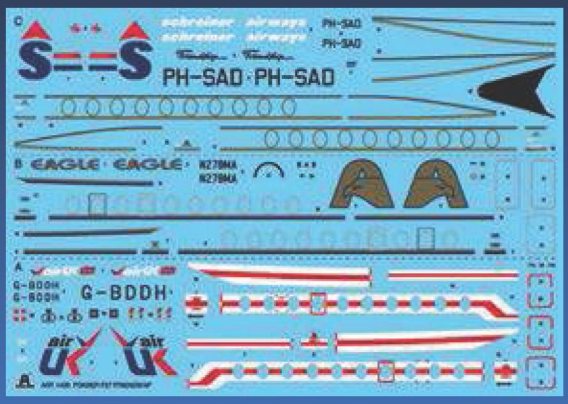
No. 1430

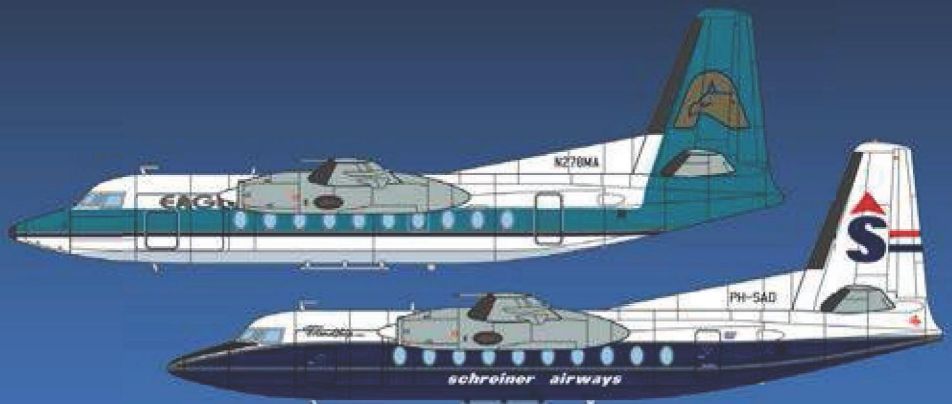
SCALE 1:72

FOKKER F27 FRIENDSHIP



The twin-engine Fokker F-27 Friendship was developed during the fifties by the Dutch airplanes manufacturer to provide a valid successor to the old traditional piston engine Douglas DC-3 in service since the World War II. The Fokker F-27 immediately achieved a good commercial success in civil and military uses and it was even produced under licence in the United States. Thanks to its two 2,250 Hp Rolls-Royce turboprop engines the Fokker was able to reach the max speed of 460 Km/h. Since its start of production it was adopted by a lot of airlines that found it the best solution for short-haul routes. The adoption of two turboprop engines, compared to traditional piston engines, reduced vibrations and provided an improved comfort on board. The plane was very versatile and was widely used for freight transport activities, troop transport duties and maritime patrols.





SPECIFICATIONS:

- This is a 1:72 scale model assembly kit.
- Super Decal sheet for 3 versions.
- Length: 35.6cm.
- High quality plastic sprues.
- Sleek turboprop engines.
- Accurately captured classic shape.
- Choice of livery & logo designs.
- 102 piece model kit.

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ITALERI

WINGSY KITS

www.wingsykits.com

MITSUBISHI KI-51 "SONIA" IJA TYPE 99 ARMY ASSAULT PLANE

"Wingsy Kits is a small Ukrainian manufacturer of plastic models kits and various modelling tools and supplies. The company was founded in Kryvyi Rih in Ukraine in 2016. Currently, for the production of moulds, the company uses the technology of "short runs", but the introduction of a modern approach to design and prototyping in the technological process, allowed Wingsy Kits achieve a sufficiently high level of quality of its products. The concept of "easy to understand and build, even for beginners", which the Wingsy Kits actively uses to create its products, has also proved popular with customers – the company has gained a fairly good reputation among hobbyists of producing models of high-quality and accurate scale detail. All employees of Wingsy Kits team have enough solid experience in the design, pre-production and release of scale models, so when it comes to how to make a new product, Wingsy Kits main goal is to offer the World the most rewarding modelling experience possible."

Having read through their opening mission statement, I was keen to see what Wingsy's kits looked like and from examining their very fine website, the results look to be more than positive! Seemingly concentrating on WWII Japanese aircraft in 1:48, their latest release is a mixed-media, 1:48 kit of the IJA Type 99 Ki-51 'Sonia' a very successful Japanese ground attack aircraft that remained in service throughout the Second World War. Examination of the online images reveals a high quality product with very impressive levels of detail. From what we can see, four options are available on the decal sheets, each aircraft being attractively finished and marked, as indeed moist Japanese aircraft of WWII seemed to be. This kit is now available, Hannants holding stocks at £40.70 + postage.

An air-to-air left side view of a Fighter Squadron 211 (VF-211) F-14A+ (later F-14B) Tomcat aircraft armed with AIM-54 Phoenix missiles. (US Navy Image)

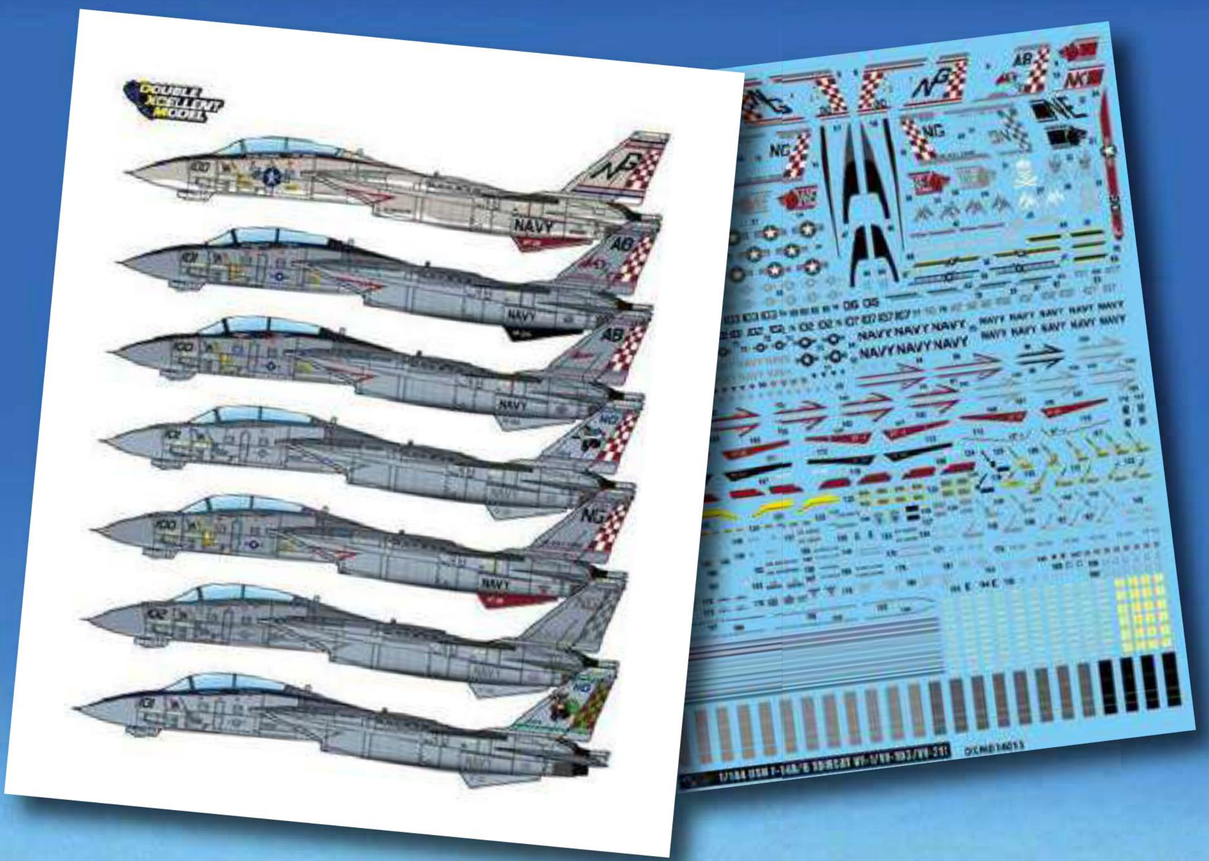
DXM DECALS

dxmdecals.com

CHECKMATE!

F-14A VF-211 CHECKMATES – DXM 4872144

DXM are soon to release a new set of F-14A Tomcat decals in various scales including one in 1:144 scale. The decal set is incredibly generous and will offer seven complete aircraft from VF-211 Checkmates. The aircraft will cover early and late liveries including aircraft involved in OIF and OEF. This should be a very satisfying decal sheet for any Tomcat fan.



An F-14A Tomcat, attached to Fighter Squadron 211 (VF-211) aboard USS NIMITZ (CVN 68) flies over Iraq during routine flight operations. Nimitz was operating in the Persian Gulf in support of Operation Southern Watch. (US Navy Image)

BAE SYSTEMS HARRIER GR9A "DIRTY HARRY"

WE TAKE A DETAILED LOOK AT THE FLEET AIR ARM MUSEUM'S UNRESTORED AND VERY WEATHERED, JUMP JET. WRITTEN AND PHOTOGRAPHED BY MODEL AIRPLANE INTERNATIONAL

ZD433 "Dirty Harry" in all of its filthy glory!

Tail feathers. This area is a case study of wear and tear, stained and worn paintwork and heavy use.

The bare metal area in front of the tailplane allowed Non-Destructive-Testing (NDT) to be carried out on the rivets in this area. The patch was not repainted, simply being covered in lacquer to allow further examinations to be carried out. Note in this shot the the '45A' marking and the ghosted outline of a '45' beneath it, the formation lights and the 1 Squadron marking on the tail.

The 'stinger' in detail. The green radome houses a semi-active Missile Approach Warning System (MAWS) aerial. Note also the Reactive Control Valve (RCV).

Though the airframe features smooth recessed riveting, the ventral strake is decorated with rather more agricultural-looking raised rivets…

The aircraft's wing tip reveals its details such as Rear Warning Receiver (RWR), Reaction Control Valve (RCV) and fuel dump pipe. Rivet and screw detail in this area is also notable.

Mission markings that form so much a part of the history of this important aircraft.

The forward, cold-air nozzle, in detail. As with the rear nozzle, this is unpainted metal.

Detail of the auxiliary intake doors. Note the multiple shades of grey in this area.

Nose gear. Note angle of yoke in this shot and compare that with the angles seen in many kits of this aircraft. White colour contrasts nicely with the grey camouflage.

The Fleet Air Arm Museum, Yeovilton, Somerset is home to a British Aerospace Harrier GR9A serial number ZD433. The aircraft provides a rare opportunity to see a modern fighter aircraft in battle condition, complete with numerous mission markings and dirt and dust from the deserts of Afghanistan.

ZD433 was one of the last British Harriers in service in Afghanistan operating from Kandahar with 800 Naval Air Squadron and also jointly with the RAF. Most of the Harrier fleet returning for the last time from operations in Afghanistan were overhauled, repainted and repaired and sold to the USA, but somehow, ZD433 missed this treatment.

The Curatorial team at FAAM made the decision not to restore the aircraft, instead keeping it in its battle weary condition. Now nicknamed ‘Dirty Harry’ because of its condition it stands as a unique time capsule reflecting recent military history and the impact of operations on an aircraft operating on today’s front line. Such is the importance of this particular aircraft that Airfix used it as the basis of their 1:72 scale model. (FAAM Press)

Wing detail reveals one of the CRV-7 rocket pods, in this case with nose cap in place. The yellow strip of colour on the leading edge of the wing is adhesive tape that has yellowed through use.

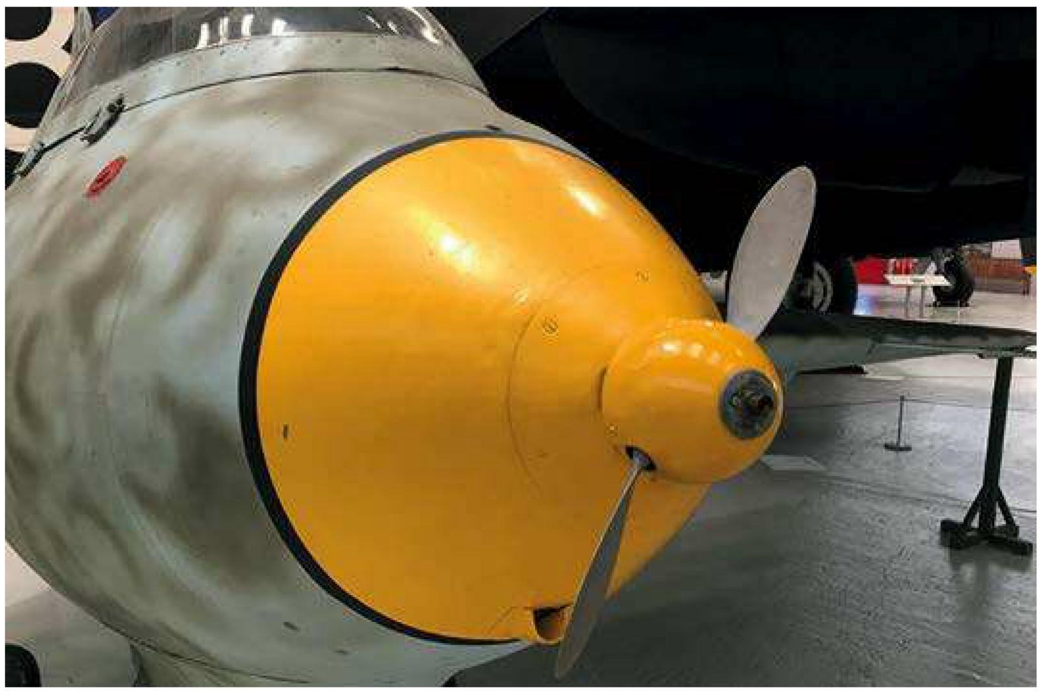
The rear of this aircraft in incredibly filthy, soot from the hot rear nozzles having heavily stained the paintwork.

And here’s the CRV-7 with cap removed to reveal its load of nineteen 70 mm rockets. The protective tape applied to the leading edge of the wing shows up well in this shot.

Cosford's superb exhibit really is the star attraction in their collection of German WWII aircraft.

MESSERSCHMITT ME163 KOMET

WE TAKE A DETAILED LOOK AT THE RAF MUSEUM COSFORD'S STUNNINGLY RESTORED EXHIBIT. WRITTEN AND PHOTOGRAPHED BY MODEL AIRPLANE INTERNATIONAL



The nose features this small propellor that powers the aircraft's electrical generator.

The undercarriage is simple and utilitarian.

The starboard elevon. This structure features a fabric covering.

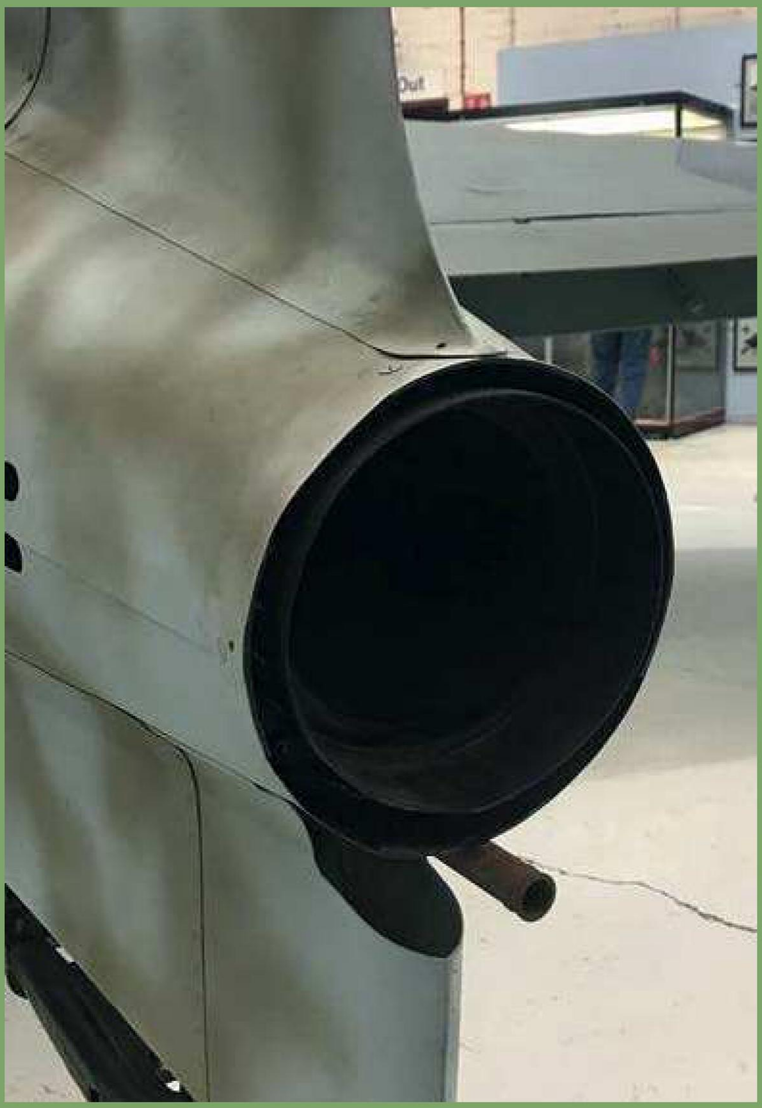
The tail is wonderfully streamlined, fairing in beautifully with both the rear fuselage and wings.

Viewed from the front the layout of the undercarriage comes into view, as does the tow bar attachment point.

The port wing in detail. Note the fixed leading edge slot and the pitot tube.

Landing skid detail. Note the riveted construction of its upper surface.

The flaps are very simple in design and operation.



Rocket exhaust - nothing more to say!

The tailwheel strut is actually a rather complex design with plenty of interesting features to admire.

As with the wings, the tail features a fabric-covered control surface, in this case the large rudder.

The rear of the landing skid reveals some of its detailed secrets. The tyre tread is noteworthy, as is the retraction mechanism for the skid.

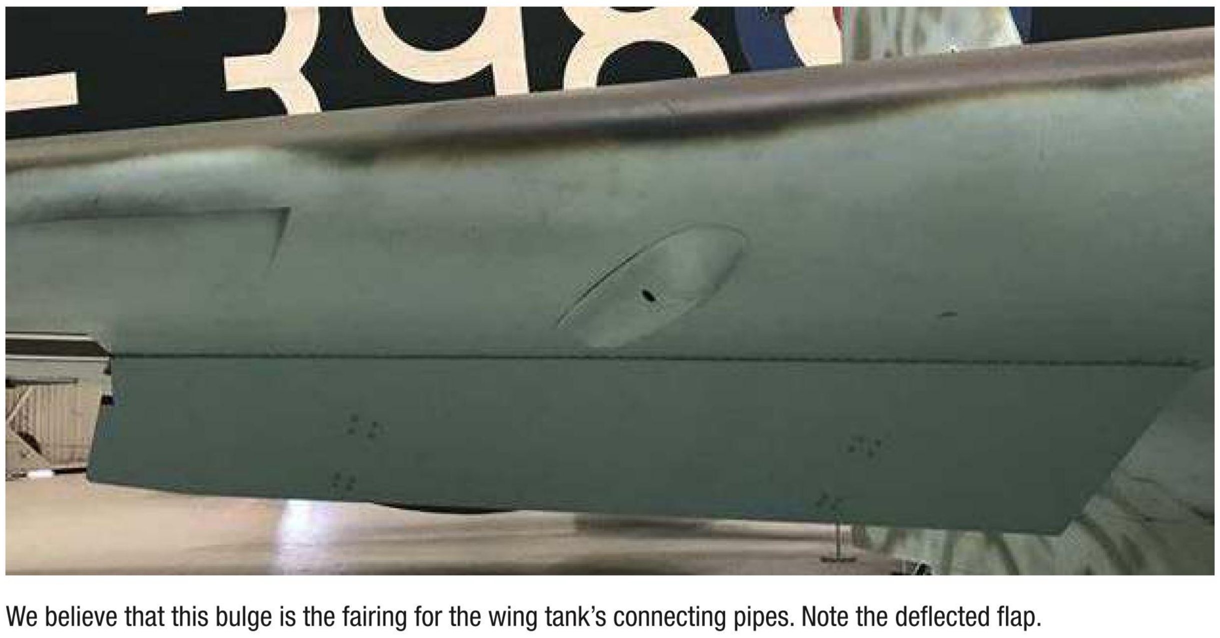
Cosford's aircraft features riveted and screwed panelling. Note the T and C-Stoff warning stencils.

The actuator fairing for the rudder. Note the riveted construction.

When seen in close up, there is nothing smooth about these access panels and their retaining clamps!

Cannon port opening for the aircraft's 30 mm MK 108 short barrelled cannon.

Just look at those canopy hinges!



We believe that this bulge is the fairing for the wing tank's connecting pipes. Note the deflected flap.

SUPERMARINE'S MYTHICAL MASTERPIECE

We take detailed look the brand-new Airfix 1:48 Spitfire FR.Mk.XIV

SHOULD WE RETURN TO RAISED PANEL LINES..?!

Written by Spencer Pollard

Well that heading got your attention didn't it?! Let me explain what I mean by that and why I think that at least in part, perhaps use of raised details can be more realistic than the hyper-smooth surfaces we see today…

Models created by the world's manufacturers are on the whole almost universally smooth, delicately incised panel lines and rivets being the decoration du jour for the budding modelmaker keen to create impressively washed surface finishes that we all love so much. But here's the thing, at a time when model kits have never been so accurate and complete, their surface finishes are designed to be more in keeping with the finishing needs of the modeller, rather than being accurate reflections of the way a real aircraft looks - or at least, before the F-35 and its ultra-smooth construction showed up on the scene!

Look at almost every aircraft that you care to mention and you'll see that the surface is not a smooth flowing shape in the main, many of them exhibiting both raised and recessed panels, rivets, overlapping areas and fasteners. Though this certainly true of fixed wing aircraft, it is particularly so of helicopters where raised rivets are an almost ever-present feature and yet they are almost never replicated in a modern kit in that way, which to me at least, is rather missing a trick…

What brought this to mind was a recent visit to the RAF Museum Cosford. I was checking out the Short Brothers SB5 when I became aware of how heavily riveted the aircraft was around its tail and how those rivets stood out against the otherwise smooth surface of the aircraft and the recessed panels that decorated it. As I stood there, I couldn't help but wonder how that aircraft would look in miniature, and then how only recessed details would capture its surfaces, or whether it would need a 70's approach to detailing to really create its agricultural look in scale. Honestly, it would not look right if it was smooth, no matter how superb the rest of the detail appeared to be…

I'm certainly not suggesting that we should return wholesale to the days of raised panel lines and rivet lines, but I do think that there is an argument for the use of both on the surface of an aircraft kit where appropriate and possible. Of course, all of this would be down to the companies involved to be able to replicate these features and then decide if the outlay was worth it and then of course, convince modellers who have grown up on smooth surfaces and the ease of painting and weathering that such an approach allows, to embrace what would be a rather radical approach! I for one would welcome it – how about you?

See you next time.

NEWSLINE

ACADEMY

pocketbond.co.uk

F-35A SEVEN NATION AIR FORCE - AY12561

Academy are due to release another of their excellent F-35 kits. This one will feature markings for ROK, USA, Netherlands, Norway, Israel, Australia and Italian Air Forces; a display with landing gear and bomb bay in open or closed position; stores, including AIM-9X, AIM-120C, GBU31(V)3, GBU-38 and finally, a pilot figure. More details when we have them…

A Luke AFB, 61st FS F-35A (12-5058/LF) basks in the midday sun at the RIAT 2016. (Spencer Pollard)

TRANSFER LIST

XTRADECAL

www.hannants.co.uk

Many years ago, I built a pair of the then new Airfix 1:48 Buccaneer kits and loved the end result but that kit was no match for Airfix's current standards. That kit has been out of production for a long time and I cannot be alone in wishing we had an up-to-date Buccaneer in this scale. There have been teasing rumours occasionally but we still await one to come into view.
We may be encouraged by the fact that Airfix will be releasing a newly-tooled Buccaneer in 1:72 later this year. Maybe the research done in order to produce this kit will be translated into one in 1:48, as has been the case with the Gnat and Defiant in the recent past. In the meantime, we have two great decal sheets for the 1:72 Buccaneer from Xtradecal who are again ahead of the release of the boxes of plastic.

HS BUCCANEER S.2 COLLECTION PT.1 (SHEET NO. X72307)

This is a sheet and a half, the half sheet is covered in the different coloured large under-wing serial numbers. Each of the ten schemes comes with full sets of insignia so all ten can be produced from this sheet.

- Buccaneer S.2 XW550 'X' with No. 16 Squadron when at RAF Laarbruch in West Germany in 1977. This Buccaneer is in the original RAF scheme of a Dark Sea Grey and Dark Green camouflage pattern with Light Aircraft Grey undersides.
- Buccaneer S.2 XV357 '612/LM with No. 803 NAS, Royal Navy at RAF Lossiemouth in 1971. The scheme is overall Extra Dark Sea Grey.
- Buccaneer S.2 XT287 with 237 OCU at RAF Honington in 1972. Again a pattern of Dark Green and Dark Sea Grey on the upper surfaces and Light Aircraft Grey undersides applied to this aircraft with full colour roundels and fin flashes.
- Buccaneer S.2 XT277 'H' with No. 809 NAS when embarked on HMS Hermes in the 1960s. The scheme is overall Squirrel Grey. I have never heard of this colour, some research needed!
- Buccaneer S.2 XT270 'C' with No. 12 Squadron at RAF Honington in 1972. The scheme is again a pattern of Dark Green and Dark Sea Grey on the upper surfaces with Light Aircraft

Buccaneer XN974 preserved in ground running order at the Yorkshire Aircraft Museum at Elvington near York gets a taxi run in August 2018. The original Royal Navy Extra Dark Sea Grey over White scheme looks great. Some of the museum's aircraft are started and taxied on their Thunder Days. See their web site for dates

Grey undersides with full colour insignia.
● Buccaneer S.2 XV867 ‘655/LM’ with No. 736 NAS based at RAF Lossiemouth in 1970. This Buccaneer is in the Royal Navy scheme of overall Extra Dark Sea Grey.
● Buccaneer S.2 XV345 ‘XV1/2’ with XV Squadron at RAF Laarbruch in West Germany in 1970. This Buccaneer is in the scheme that was probably the one used for most of its career in the RAF of a wraparound pattern of Dark Sea Grey and Dark Green with two-colour insignia.
● Buccaneer S.2 XN977 ‘230’ with No. 801 NAS when aboard HMS Victorious in 1966. The scheme is Extra Dark Sea Grey on the upper surfaces with White undersides, commonly used on early Royal Navy Buccaneers.
● Buccaneer S.2 XT281 ‘281’, squadron unknown as seen in 1981 in the wraparound Dark Sea Grey and Dark Green colours.
● Buccaneers S.50 G-2-1 with the South African Air Force in the 1970s. This is an interesting alternative to the UK Buccaneers in a scheme of Dark Sea Grey upper surfaces and PRU Blue undersides.

One of the options on X72308, a Buccaneer with No. 208 Squadron in the final grey scheme. This was seen at one of the last RAF Finningley Battle of Britain air shows in September 1991.

HS BUCCANEER S.2 COLLECTION PT2 (SHEET NO. X72308)

A further eleven Buccaneers on a sheet and a half, tightly covered in markings. Each one comes with a set of roundels and fin flashes.

● Buccaneer S.2 XV344 ‘325’ with No. 809 NAS based at RAF Lossiemouth in 1969. The paintwork is overall Extra Dark Sea Grey.
● Buccaneer S.2B XX892 ‘I/Glen Lossie/Sky Pirates’. This is one of the Buccaneers that had a quick coat of Desert Pink applied over the standard camouflage and then off to war in the Gulf at part of Operation Granby in 1992.
● Buccaneer S.2 XX901 with No. 208 Squadron based at RAF Lossiemouth. XX901 is seen in a special scheme applied when it took part in the ‘Red Flag’ exercises in Nevada, USA in 1997. The original scheme of Dark Green and Dark Sea Grey upper surfaces and Light Aircraft Grey undersides was part over-painted with a pattern of ARTF Cream top and bottom.
● Buccaneer S.2 XV869 ‘869/4’ with No. 208 Squadron at RAF Honington in 1981. The scheme is a wraparound pattern of Dark Sea Grey and Dark Green.
● Buccaneer S.2B XX895 with No. 208 Squadron at RAF Lossiemouth. No date is given but in the early 1990s Buccaneers were turning grey in their old age. This example was in Medium Sea Grey on the upper surfaces and Barley Grey undersides with low-vis insignia.
● Buccaneer S.2 XN981 ‘981’ with No. 208 Squadron at RAF Lossiemouth in 1983. The wraparound camo scheme applies to 981.
● Buccaneer S.2 XT275 ‘235/H’ with No. 801 NAS on HMS Hermes in 1970. The scheme was overall glossy Extra Dark Sea Grey.
● Buccaneer S.2 XX901 ‘901’ with No. 216 Squadron at RAF Honington in 1994. The Dark Green and Dark Sea Grey wraparound scheme was applied with a Medium Sea Grey framed canopy.
● Buccaneer S.2 XV333 ‘234’ with No. 801 NAS at RAF Lossiemouth in 1967. This Buccaneer carried the glossy Extra Dark Sea Grey paintwork.
● Buccaneer S.2B XW986 with the Royal Aircraft Establishment at RAF Boscombe Down in 1974. This S.2B was in a one-off scheme Dark Green, Golden Yellow and White, ideal for those wishing to hone their masking skills.
● Buccaneer S.2 XW529 also with the Royal Aircraft Establishment at Boscombe Down in 1980. The scheme was a pattern of Dark Green and Dark Sea Grey on the upper surfaces with Light Aircraft Grey undersides.
Thanks to Hannants of Lowestoft for supplying these great Buccaneer sheets for review. For more information and availability see their web site, hannants.co.uk.

EURO DECALS

www.fantasyprintshop.co.uk

PANAVIA TORNADO GR.4/4A (SHEET NO. ED-72117)

This month we have a welcome version of an earlier Tornado set from Euro Decals, now in 1:72 scale. Three are spectacular anniversary schemes and the other two are in near standard squadron markings. Here is a list of those five Tornados. For those who missed them, the same schemes are also available in 1:48.

- Tornado GR.4 ZA461 with No. XV(R) Squadron at RAF Lossiemouth in 2015. The scheme commemorates the squadron's 100th anniversary. An overall Medium Sea Grey Tornado has a mainly Cherry Red tail fin with a large squadron badge featuring a winged hind's head.
- Tornado GR.4A ZA405 with No. 12 Squadron at RAF Lossiemouth in November 2015. This scheme also celebrates the 100th anniversary of the unit. The tail fin has three wide bands, Black, White and Green with the unit's fox's head applied.
- Tornado GR.4 ZA542 '021' with No. 31 Squadron when engaged in Operation Ellamy in Italy in 2011. This aircraft is in a standard scheme with the unit's badge on the tail fin and checker pattern on the nose.
- Tornado GR.4 ZA560 'EB-Q' with No. 41(R) Squadron at RAF Coningsby in 2017. This Tornado carries more muted 100th anniversary markings, on the standard scheme.
- Tornado GR.4 ZA412 with No. 617 Squadron at RAF Lossiemouth 2013/14. This spectacular Dambusters scheme celebrated the 70th anniversary of 617 Squadron and the famous raid on the German dams in 1943. The tail fin was painted Black with a bursting dams design, etc. on both sides.

Thanks again to Euro Decals for supplying their latest release for review. (Alan Firbank)

A Buccaneer in a well-worn Gulf War Desert Pink scheme as seen at the Brize Norton Photo Call in August 1991.

AM I ALONE IN NOT HAVING BUILT MANY OF MY FAVOURITE AIRCRAFT?!

Written by Spencer Pollard

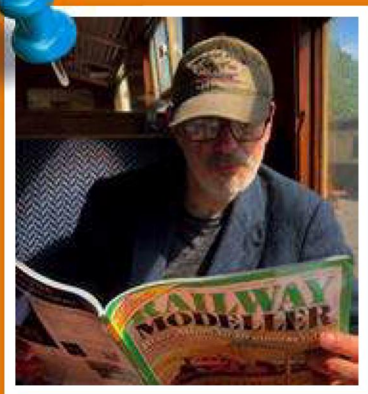
As this issue was being completed, MAI author Mike Williams discussed on Facebook aircraft that he had never modelled, despite those machines being perhaps personal favourites. Having given some thought to his discussion, it occurred to me that I had been extremely guilty over the years of never having built many aircraft that I love (often at the expense of professional jobs covering subjects that I have little or no interest in!) and thus my collection is rather short of my own favourite aircraft - with the obvious exception of the Harrier, Mustang and Spitfire! So with that in mind, here is a list of aircraft – a number of which are easily in my top ten of all time, if not the top five – that I have NEVER built a model of. The list is in no particular order, being penned as the aircraft came to mind…

- B-24 Liberator - any and all versions…
- B-26 Marauder
- SEPECAT Jaguar (second only to the Harrier as my favourite RAF jet…)
- SAAB Viggen
- F-105 Thunderchief - especially the F-105G Wild Weasel
- Avro Lancaster
- Hellcat - soon to be dealt with!
- C-130 Hercules - RAF C-130K
- C-47 Dakota
- B-58 Hustler
- F-111 Aardvark
- P-3 Orion - Japanese colours…

How can I have so many favourites and have never built any of them?! So my plan over the next 12 months is to begin to build them all, beginning with the Hellcat. I may not complete the entire set, but I'm going to give it a good go and finally replicate those aircraft that I love so much.

That's my list - what's yours?

See you next time. ■



IT'S ALL BLACK-AND-WHITE... OR IS IT?

In the beginning there was the Usenet bulletin board. And within five minutes of its creation people were arguing...
Jonathan Mock looks at the thorny question of interpreting old photos.

Now that may sound a little glib and facetious but one of the most instructive experiences I had when I first fired up the 28.8k modem and joined the old "rec." modelling newsgroups - an early form of (anti)social media - was the sheer hostility being levelled between what were passing as grown-ups. I'd somewhat naively thought that there'd be a certain level of comradery such as I'd (mostly) experienced at UK shows. Instead there were intense flame wars going on with the most bizarre levels of vitriol being flung and, more often than not, the cause of this conflict was colour - or rather the absence of it.

We're talking the dark art of interpreting black and white photos.

This has been a bête noire since the hobby existed and as time has passed and the general pool of knowledge has increased, so our understanding of what might be going on in some photos has improved. Mostly. It's long been known that certain film types can throw colours, the most obvious of which is Orthochromatic stock that is more sensitive blue and green light. An RAF A1 or C1 roundel photographed with Ortho film suddenly exhibits near-black yellows and reds while the blue appears paler. But when you don't have such obvious markers or markings to interpret a black and white image, things can get thrown and what is assumed to be an entirely differ colour - be it a lighter or darker shade of camouflage - may actually be something more regular or standard, it's just the type of film stock throwing things.

Similarly the use of filters in black and white photography. I can remember from my art college days of messing around with Ilford HP5 35 mm film and red filters to create dark skies with dramatic white clouds. Trying to get into the head of a wartime (or even post-war) photographer and working out what kinds of filters they may have used can be rather nebulous effort, which then brings me back to the bun-fights that occurred when it comes to trying to work out what is going on with older black and white images.

The use of filters and high-contrast films can show up things that may not be readily apparent in colour photos. I was recently researching Grumman Hellcat drones and was sent some colour photos that appeared to show a horizontal division between an orange and red of sorts. A few

minutes later and an image taken on black-and-white film arrived and the contrast between the colours was quite stark. In this instance the monochrome picture told a clearer story than its colour counterpart.

From the day job I've had a couple of instances of head scratching that prompted me to open the conservation up to a wider audience via social media. One was a shot of some No.264 Squadron Defiants in formation with a number of marking variations, including an aircraft coded PS-U which had a larger roundel with a thinner yellow ring and a paler blue on the fin-flash. This aircraft alone would be a point of curiosity, but the others in the line-up also displayed tonal oddities, least not PS-Z which had a distinctly paler blue to the fuselage type A1 roundel. Throw into the mix that PS-V appeared to have a slightly paler blue to the upperwing type B roundels and you have a series of talking points in just one shot that mere photographic filters and film types don't explain. With regard to those odd blues, the general thinking is that some of the aircraft may have been painted in a variant of sorts that gets described as "aircraft blue" (close to modern day BS381 108) or "French blue" (akin to BS381 166). Maybe. No one really knows and so it's a matter of informed guesswork.

The problem for anyone wishing to reproduce this in a material form like artwork for a magazine or decal sheet then has to make a decision based on the best available information/informed guesswork, and run with it whereas in the fluid environment of forums and social media pages, opinions can shift as new information becomes available. Kit manufacturers and publishers then get roasted because they took a fork in the road regarding a contentious point of colour due to the small matter of deadlines and actually having to make a decision, while their critics have the luxury of always appearing to be correct, a situation best summed up by a former British politician who described a colleague as someone who "waits to see the way the crowd is running and then dashes in front and says, 'follow me'."

Whereas RAF aircraft tended to be (moderately) well regulated by the Air Ministry orders of the time to the point that certain things like roundels indicate a particular period — thus allowing a modicum of probability regarding camouflage colours — even colour photos can produce bun fights that make a chimp's tea party seem like an orderly garden party at Buckingham Palace.

Ted Hooton's 'Spitfire Special' book features a colour photo of AD233, a Mk.Vb coded FZ-D. This has been the topic of many an online spat because no one can quite agree on what colours they are seeing. Strictly speaking the presence of a sky band would indicate that this is in the later Day Fighter Scheme of Dark Green and Ocean Grey with Medium Sea Grey undersides, the A1 roundels are an unusual but not uncommon feature during the crossover period to the C/C1 types. But the problem is that people see what should be Dark Green as anything from Dark Earth to Dark Slate Grey, and the (presumably) Ocean Grey element as a mixed-grey of sorts to Extra Dark Sea Grey and even Dark Green! Such has become to notoriety of AD233 that the mere mention of it can have people either rushing for the exits or rolling up their sleeves for some fisticuffs while the rest grab popcorn and look on.

Similarly, there's a colour photo of some early No.601 Squadron Hurricanes parked up with an Armstrong Whitworth Ensign in the background. All appear to be painted in Dark Green and Dark Earth uppers but... the Hurricanes are distinctly lighter, whilst the Ensign is darker. This can't be put down to anomalies of light or shadow as all are in the full sun. It's a genuinely puzzling photo that has generated any number of theories including the Hurricanes perhaps being incorrectly painted in Light Earth which was used in counter-shadow camouflage on biplanes like the Gladiator.

Trying to decipher Luftwaffe RLM colours from black and white images is perhaps even more fraught with uncertainty and open to interpretation. Here, there is some really impressive and detailed work that goes into matching factories to dates, units and airfields to arrive at what are likely combinations, but this can often still be down to guesswork rather than hard science, especially towards the end of World War Two, where any number of ad-hoc schemes and field-applied colours were apparently in use. Plus, we also face the problem of, without having certain colours to act as markers to indicate film stocks or filters, what we think we are seeing may not be so.

Perhaps there's something to be said for the relative simplicity of the USAAF for whom things were either Olive Drab and Neutral Grey, or stripped back to Natural Metal. But here we also come across photographs that generate heated debate, least not the very famous 'Lou IV', a P-51D of the 375th Fighter Squadron. This has long been thought to have been painted in dark blue uppers and is often depicted as such, and there are still proponents of this scheme who put forward compelling explanations as to why it may have been finished as such, but then I see the colour photos and my first thought is that it's a green, possibly a Dark Green from British stocks given they were based in the UK. Tricky! It's notable that both the recent Revell 1:32 and Airfix 1:48 P-51D kits that feature Lou IV have both arrived at the same interpretation of a mix of Olive Drab and RAF Dark Green, not blue.

Still with P-51Ds there is Flight Lieutenant Arthur "Joe" Doley's Mustang IV KM272 "Dooleybird", brought to life so vividly by Roy Huxley's box art for the ironic 1:72 Matchbox kit. With only black-and-white photos to work from initial thoughts were that KM272 was finished with a blue cowl and canopy and this is largely how it has been depicted down the years, but more recent researches suggest this might have been yellow and this is the course Airfix took with their recent 1:48 Mustang IV which features an oddly-reminiscent box art depicting 'Dooleybird' in a wheels-up take-off...

There is then the situation where no photos exist whatsoever and a scheme has to be pieced together using available knowledge and probable likelihood. It can be a thankless task because people will often have their own entrenched opinions on some subjects, in fact I'm minded of a kit a few years ago where someone was convinced a colour scheme in a kit was quite wrong based on their own research that subsequently amounted to a few hours on Wikipedia (?) and a incorrectly captioned photograph. And while modern day communications have allowed the sharing of information to become easier thus expanding out knowledge base, it can lead to everyone thinking they're an expert.

I've noticed in recent times that a few kit companies have taken the savvy move of including research notes in their kits to acknowledge that some colour schemes are slightly contentious, it's a wise decision as it not only shows they have done their research - and some kit manufacturers often carry out more through research than aftermarket companies do - but it also heads off the inevitable email or phone call from someone who thinks they've found an error.

Ultimately though the final interpretation comes down to the individual modeller and if they decide whether something is yellow rather than blue, blue rather than green etc., then that's their prerogative and that comes back to my belief that only opinion on any model is the one of the person building it and the satisfaction derived therein.

No grey areas there - that really is black-and-white. ■

IN PRINT

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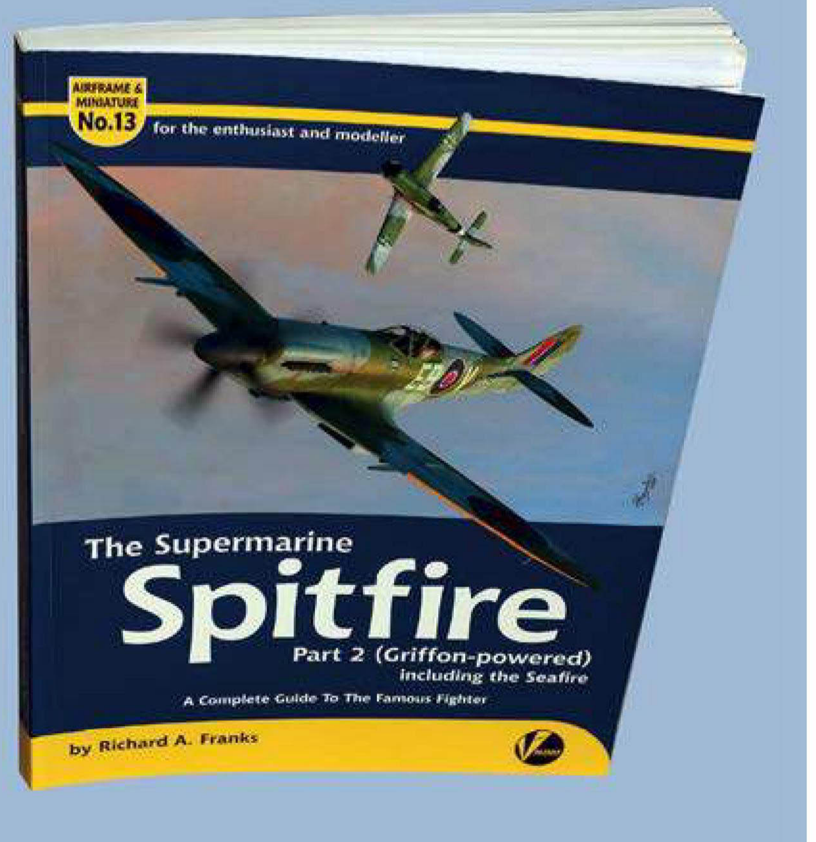
THE SUPERMARINE SPITFIRE PART 2 (GRIFFON-POWERED) INCLUDING THE SEAFIRE (AIRFRAME AND MINIATURE NO. 13)

- By Richard A. Franks
- Published by Valiant Wings Publishing Ltd
- Guide Price £21.95
- ISBN 978-1-912932-00-9
- 272pp softback, 297 x 210 mm

This month we have another bumper book from Valiant Wings and this one celebrates their fiftieth title since beginning publishing ten years ago. At 272 pp this must be one of Valiant Wings' heaviest books to date and 32pp longer than Part 1 of the Spitfire story, covering the Merlin powered marks.

The Airframe and Miniature series is settled into a familiar pattern, the contents will be of interest to all those with and interest in Spitfires and especially modellers. One surprise though is the inclusion of the throw-out 8pp plan section inside the front cover rather than have the plans tipped-in inside the back cover. The beautifully produced plan section shows 1:48 scale views of several of the late mark Spitfires.

As the Rolls Royce Merlin engine had been developed to the maximum a new, more powerful engine was the only answer to the arms race that was in progress with the Luftwaffe. The appearance of the Fw190s would put the Germans ahead of Spitfire performance requiring the boost in performance that the Rolls Royce Griffon would bring. A Griffon engine was first fitted to a Spitfire airframe in 1943. Airframes that were originally to fly as Spitfire Mk. VIIIs were adapted to take the Griffon engine. The new engine was longer and heavier than the Merlin so some major surgery was needed to the nose and a quantity of lead added to the inside rear fuselage to compensate for the extra weight at the front. As well as the different engine note, the Griffon turned in the opposite direction to the Merlin so the usual swing on take-off was in the opposite direction. In this book's Preface, we see how the familiar lines of the Merlin powered Spitfire would morf into an aircraft looking very different. The wing shape was familiar but larger tail fins and bubble canopies made the Griffon Spitfire look very different.



Having covered the development of the Spitfire and the Seafire for the RAF and the Royal Navy, the Preface continues to show how these aircraft would be used by many overseas countries. If you are looking for unusual schemes to add to your model there are many opportunities shown in the photos and later amongst the colour profiles.

Chapter 1 shows us, in around 20pp, how the Griffon Spitfires developed from the Mk.VIII to the Mk.24 with descriptive copy describing each one. Many of the versions are shown in old photos with profile line illustrations to show how the shape was changing with time. Chapter 2 describes the development of the Seafire from the Mk.XV to the Mk.47, following the same pattern set in Chapter 1. Chapter 3, only five pages take us through the development of the Spiteful and Seafang. At this time the Spitfire family would 'run out of seam' as jet power would take over.

Chapter 4 on Camouflage and Markings extends to around 25pp and provides a wide range of schemes from which to choose. The large number of photos and text describes the background to the schemes, with superb colour profiles by Richard Caruana and descriptive captions complete the picture. Both the RAF and Royal Navy used Griffon-engined Spitfires in the late WWII period and on into the early 1950s when camouflage schemes would be replace with overall High-Speed Silver schemes. At the end of the chapter we see examples from many of the overseas Spitfire equipped air arms.

Chapters 5 and 6 turn from the full size Spitfire to those that have been produced in kit form. Text describes a number of these kits in the common scales and is as up-to-date as possible with a description of the recently released Airfix 1:48 FR Mk.XIV that is only just arriving in the shops at the time of writing. Chapter 6 is where we see several full-build reviews including one featuring that new Airfix Spitfire. We can imagine the printing press waiting for these final four pages to arrive before completing the run. Steve Evans' review does not pull any punches.

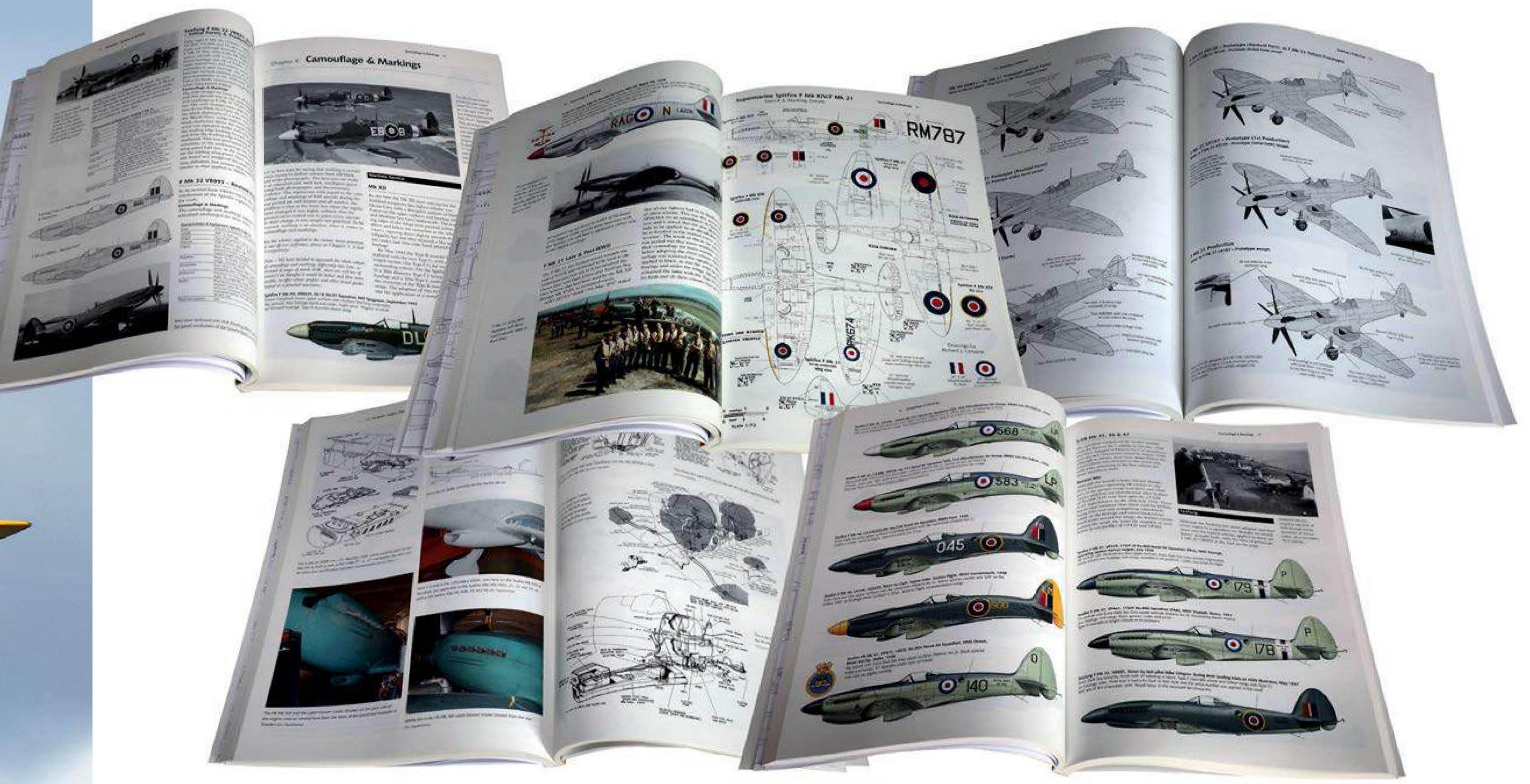
Then we turn to Chapter 7 – Building a Collection. Again, this is full of great information for kit builders with all of those big and small changes that took place from the first of the Griffon Spitfires to the final marks. Anyone looking to produce a model that is a bit out of the ordinary can see the tweeks needed to convert parts in the box into a new version.

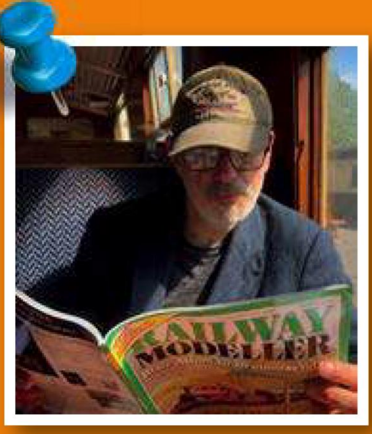
Chapter 8 – In Detail takes up nearly 30% of the book and should answer any question that a modeller could possibly have about this range of Spitfires. Each page is covered with photos (many in colour) and diagrams showing the ins and outs of every area of the aircraft. Many old engineering-type drawing are used to show wiring and plumbing and every aspect of the inside of the cockpit. If you need to know how the fuel and oil was moved around the airframe, you will find your answers here. There is even diagrams of the canopy locking mechanism showing how it looks when open and locked. Those having the urge to produce a cut-away section of their model will find internal framework diagrams to guide you through your project. This is all quite amazing.

As usual the book concludes with a dozen pages of lists of kits, detail parts and decals, etc. that have been issued of the late mark Spitfires. We often enthuse about these Airframe & Miniature books but this one is another step upwards. It is great value for money, less than you would pay for all but the most basic kit and contains all a modeller could need to build one of the Spitfire versions mentioned. Author Richard Franks and publisher Mark Peacock are to be congratulated on producing an outstanding Griffon Spitfire reference book and the 49 volumes before this one.

Thanks again to Valiant Wings for supplying their latest title for review. See specialist stockist stands at model shows or visit the Valiant Wings' web site: www.valiant-wings.co.uk for direct online sales details. (Alan Firbank)

Griffon powered Spitfire Mk.XIV MV268 JE-J taking off from Duxford at the Flying Legends air show in July 2015.





SEEING IS NOT BELIEVING

Jonathan Mock looks – literally – at how sometimes what we see at museums and air shows might not be how it's meant to be

Back in 1996/97 when Tamiya released their 1/48 Gloster Meteor Mk.I there were gasps of surprise on the (then) still new modelling bulletin boards and fledgling forums. It was a bold choice by Tamiya and a subject that hitherto had not been realised in that scale since the old AMT kit from the 1970s that was of varying quality and accuracy. Here Tamiya were bringing their trademark eye for detail and accuracy, what could possibly go wrong? Quite a bit as it turns out… Evidently Tamiya's R&D team had used the restored Meteor Mk.I, DG202/G, at RAF Cosford as the basis for their kit and, believing what they were looking at was genuine, followed it down to every last detail.

The problem was that Cosford's 'Meatbox' was a bit of a hybrid and down the years, had somehow acquired a set of Mk.III wings with the airbrakes and had been painted in spurious colours, all of which Tamiya reproduced in their kit. Of course the Online response was measured and restrained – in as much as people started throwing toys out of prams and the kit was declared "unbuildable", a mindset that has changed little in the intervening 22 years. The reality — for those who wanted to add a 1:48 Meteor Mk.I to their collections — was a little less dramatic or apocalyptic. I bought and built the model for an article in Scale Models at the time and went through the process of correcting the wings and colour scheme. It really was just basic modelling stuff that barely interrupted the rapid progress of the project and, unlike those who went off in a huff that the kit wasn't perfect straight from the box, I had a 1:48 Meteor for my shelves.

Consequently Tamiya not only released a Mk.III but also went back and corrected the Mk.I, retooling the wing and getting rid of the superfluous airbrakes. Anyone who has a copy of the original erroneous kit has a minor collectors item on their hands these days. But it did go to show that even Tamiya could be caught short by preserved machines, their 1:32 F-4 Phantom kit appears to have repair panels from an instructional airframe that weren't standard on the production aircraft.

What Tamiya's Meteor shows — and one or two other kits since then — is that when presented with a first-hand example to photograph, measure and even scan, it cannot be entirely treated as verbatim and other references have to be consulted to make sure that what people are seeing is representative of the object and not the result of ad-hoc repairs, parts scavenged from another (similar) type or modern adornments for flying and safety purposes.

Colour schemes can also be problematic, though usually they are easier to spot. For some quite odd and bizarre reason — or perhaps through an absence of it — museums in the UK went through a period of repainting aircraft, sometimes losing valuable archaeological evidence with regard to accurate colours. Whether as a result of well meant but poor research, or a stiffly penned memo by a senior manager who fancied themselves as an authority, museums ended up with aircraft in "odd" schemes. The Cosford Meteor is a good example of this, it is painted in what would appear to be the "official" colours for prototype aircraft of Dark Green, Dark Earth and Yellow undersides – except that DG202/G was painted with Ocean Grey not Dark Earth. Cosford's Dh Mosquito B.35, TA639, is similarly and erroneously painted with Dark Earth presumably because

someone somewhere at the time declared that that was how all RAF bombers were finished, this was a bomber variant of the Mossie, ergo paint it this way. Monogram's 1:48 Mosquito Mk.IV released in 1966 also promulgates a similar error in thinking that RAF Mossies wore Dark Green and Dark Earth camouflage – be nice if they had!

But before you think it was the RAF having a field day slapping the wrong paint on their precious artefacts, the Royal Navy was also wielding the paintbrush on some of their aircraft and we ended up with Martlets, Hellcats, Corsairs and Avengers where valuable insights into their former schemes were lost under thick layers of gloss blue paint. It has to be said, and to their eternal credit, Dave Morris and his team down at the Fleet Air Museum have undertaken two mammoth restoration jobs in recent years, one which was uncovering various layers of paint on their Corsair, KD431, that revealed some incredible insights into not only the previous paint schemes and colours but also the manufacturing origin of some parts. The other was Grumman Martlet I, AL246, one of a batch of aircraft designated G-36As and meant for the French Navy. Again the team went through layers of paint applied down the decades until they started finding some of the unique colours that they believed were from the original delivery scheme for the French. The wings on AL246 display the various layers of original colours whereas the fuselage – stripped to bare metal long ago – was repainted in what are believed to be accurate representations of the original French colours.

Alas, some of the worst victims of this fetish for colour revisionism have been what few Luftwaffe aircraft survived WW2. Decisions were taken to repaint them in what was "thought" to be standards colours – for that read the kinds of black-green and light green splinter patterns with oddly proportioned markings – so beloved of film productions at the time. It's only been in recent decades that the nuances and complexity of RLM colours has really started to be fully appreciated and references get revised with each new discovery. The National Air and Space Museum (NASM) restoration of their Heinkel 219 has been painstaking to make sure that everything is as accurate as possible – 50 years ago someone with a roller and some tins of emulsion would have probably been told "paint it like this because that's what all Luftwaffe aircraft look like'.

Perhaps the saddest example of unsympathetic restoration was the very recent discovery in the Al-Wadi al-Jadid deserts of Egypt of a P-40 Kittyhawk Mk.IA, ET574, flown by Flight Sergeant Dennis Copping. The aircraft was stunningly well-preserved in places despite the privations of the desert conditions and it was recovered and restored. Alas the final paint scheme was comical in it's lack of either awareness or understanding of the subject, everything from the choice of garish gloss colours to the utterly inappropriate roundel type and size was a stark reminder that restorations need to be done with forensic care.

Today's warbird scene has thankfully started to take accurate period markings a lot more seriously, certainly in the UK the level of research and skill that goes into repainting vintage aircraft is a gladdening sight, though you still get some privately owned aircraft that slip through the loop and end up with glossy finishes and inaccurately proportioned or sized markings.

When it comes to natural metal warbirds like P-51 Mustangs it can be very easy to see the glossy, gleaming bright metal finishes flying today and think this was how they would have been during WW2. A study of period photos will quickly show how dull the metal finishes on Mustangs often became despite the best efforts of ground crews to keep them clean and squeeze out those extra few knots that could make the difference between life and death for the pilot. Anyone using a modern warbird as a starting point for a metal finish may well produce something that is glorious to look at and a testament to their painting abilities – but it'll be about as right for the period as that poor glossy P-40 now ignominiously stuck on a plinth at the El Alamein Military Museum.

Perhaps the funniest example of trusting what you see was Trumpeter's 1:72 Fairey Gannet that used a single machine as gospel and included a rather cryptic and unfortunately worded decal that was assumed to be part of the general airframe stencilling – it was in fact a museum sign warning people "TRESPASSERS WILL BE PROSECUTED".

With any point of reference, a single source should always be used as a starting point and then be verified by other sources. Of course this sometimes throws up inconsistencies and can ask more questions than it answers but that's half the fun.

As soon as I finish this piece I have to go paint some wheel wells on a model but I'm okay there as I have some reference photos I took in a museum. Assuming they got it right of course… ■

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REVELL'S SUPER-SCALE, SUPER BUG, HITS THE DECKS…

WRITTEN BY SPENCER POLLARD

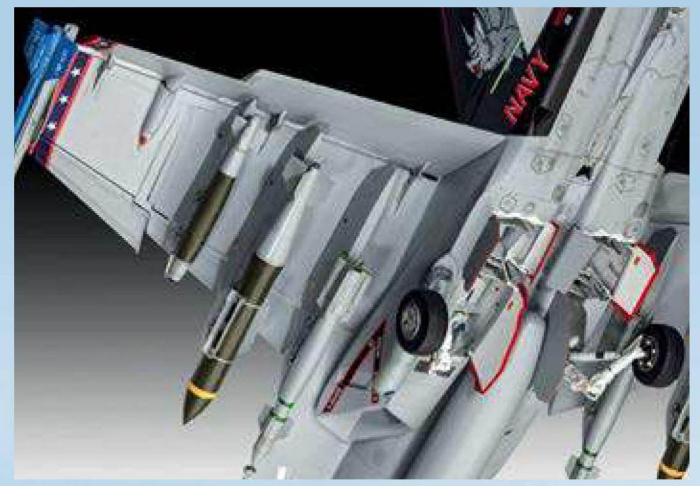
Everything comes to he who waits, or so the old adage goes. Well, wait we have, because finally after its initial announcement last year we have a sample of Revell's much discussed F-18E 'Super Bug'.

Revell, not known for replicating many modern jets in 1:32 and then even less to this level of complexity, surprised the world in 2018 with the announcement that they were going to be releasing a kit of the Legacy Hornet's big brother. Images were released and then as news of it trickled out and we got to see the completed model within the glass display cases at Scale Model World, we all got a glimpse of how large and detailed the completed model would be. And large it is; at around 20% bigger all round than an F/A-18C, the Echo-Model certainly commands attention - and attention it will get, both in this extended preview and then as part of a full build later this year.

Normally when you open a kit box, the first thing to grab you are the plastic parts, but in this case I'm going to make an exception and begin with the instructions. At 64 pages long, it's been some time since I've seen a lengthier tome dedicated to the construction of a plastic model kit (indeed, I've seen shorter magazines!) so it is worth grabbing the instructions first to initially familiarise yourself with the work that stands before you. Everything is laid out clearly, and though there are some odd directions such as fixing the undercarriage in place before completing the airframe(!), much can be followed with confidence.

Moving on to the kit itself, the box is crammed full of plastic parts, 246 in total. All are well-moulded, reasonably detailed and in the case of the upper fuselage, huge! Along with the airframe, the kit also includes an whole arsenal of weapons, a set of optional dropped down steps, flaps that can lowered or raised, wings, folded or down, canopy open or closed and then two sets of markings.

Breakdown of the kit looks to not only allow an F-18F to be produced later on (with the tantalising prospect of a Growler…) but also seems to follow that seen in almost all other Hornet kits seen thus far. As such, the rear fuselage is split horizontally, trapping internal features such as intake trunks and exhausts and undercarriage bays, and then the nose is split vertically, this time enclosing the nose gear bay and cockpit. Wings are then completed, and fins and nosecone added to complete the picture… Well, almost; along with the basic airframe components, you also deal with all of those additional parts mentioned earlier such as control surfaces, pylons, undercarriage and weapons. There's a lot to build and just as much to paint, but given the quality of the moulding and the breakdown of the parts, the process looks to be relatively straightforward, despite the initially daunting size of the kit.



Detail is variable. The main wing and fuselage components are decorated with petite panel lines and delicate rows of incised rivets that combine to create a suitably busy surface that modellers will enjoy accentuating with paint. Given the US Navy's reputation for operating aircraft that look anything but clean, seeing so much surface detail to bring out is pleasing and that will certainly help break up what are often relatively bland colour schemes.

The smaller features fare no less well thanks to their levels of detail and finesse - at least in part. Work begins with a large internal sub-assembly that is built around two large pieces that include the forward intake tunnels and rear jet pipes. Onto this are built the main undercarriage bays, a high number of ▶

This rather sombre VFA-27 Royal Maces Super Hornet blends-in nicely with an overcast Japanese sky. (Image: Alan Firbank)

We were expecting to see the Frecce Tricolori in the new Leonardo T-346As but the old 339s continued to put on a great display at RIAT 2019.

TATTOO ARTISTS!

ALAN FIRBANK BRINGS US SOME OF THE HIGHLIGHTS FROM THIS YEAR'S ROYAL INTERNATIONAL AIR TATTOO.

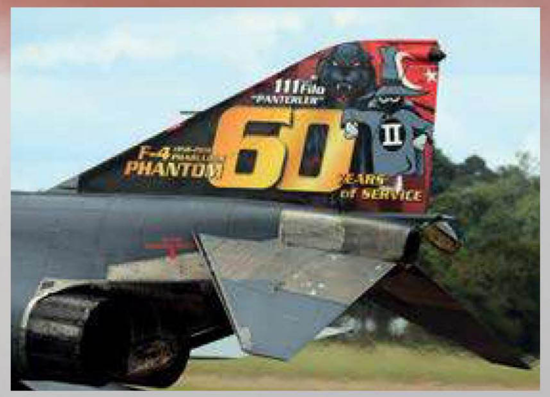
The world's largest military air show seems to come around increasing quickly as the years go by. This year, the RIAT theme was the celebrations of the 70th Anniversary of NATO and the 50th Anniversary of the first landing on the moon. Both turned out to be rather low-key events and the casual visitor to the show would be hard-pressed to notice either one. The 75th Anniversary of D-Day was not long ago, only about six weeks but that event hardly had a mention other than a couple of pages in the programme brochure.

Part of the Moon Landing celebration was a visit from our International Space Station astronaut, Tim Peake. Tim gave a Q&A session early on Friday morning that was packed with school children sheltering from the rain. Tim fulfilled a long held ambition to have a trip with the Red Arrows and took a ride behind Red One, so he was one happy spaceman.

The NATO Flypast looked great in the flying display programme but dissolved into disappointment, literally on the Friday, when nothing flew for most of the day because of the rain. I believe that only the E-3A Sentry that was to lead the flypast took off and flew up and down a couple of times before landing. The NATO Flypast was to be repeated on Saturday and took place in near ideal conditions but several components were missing and those that did fly had enormous gaps between them. What could have been a memorable event was something of a disappointment for no apparent reason, on an ideal day.

The 75th Anniversary of the Normandy landings was covered on five pages of the official programme but had only scant mention in the flying programme. We noted that the RAF made no effort at all to decorate an aircraft with D-Day stripes. Surely someone could have found a couple of pots of black and white paint?! The Battle of Britain Memorial ▶

The Turkish Air Force Phantoms displayed spectacular tail art. This one was about their squadron and the 70th anniversary of NATO.



The other tail art is celebrating 60 years of Phantom service. Goodness me, where did that go?

This Cessna F406 was an unusual sight at RIAT. The Fisheries Protection aircraft is a much-modified Cessna Caravan II.

One of the best special schemes was shown off by the Royal Danish Air Force on their F-16.

Another great-looking special scheme on the Belgian Air Force display F-16 seen on arrival on the Thursday before the show.

Performing one of the best departures was this Leonardo M-346A brought to Fairford by the company's Aircraft Division.

This USAF F-15E from Lakenheath dips a wing for the FRIAT members on departure day.

The RAF's new F-35B was in short supply at Fairford this year. One made a very brief appearance, hovered for a few minutes then returned to RAF Marham.

One of the most hotly anticipated displays was that of the Spanish Navy's two EAV-8Bs. They arrived with lovely RIAT tail art and thrilled the crowd with a two-ship show.

The German Air Force produced some brilliant schemes on their aircraft and this Typhoon EF2000 celebrated the squadron's history from WWI, the days of The Red Baron.

A close-up of the tail of the German Typhoon with its Manfred von Richthofen artwork. The designer and painters deserve all the credit possible.

Another overseas air force making an effort in the form of this WWII RAF fighter scheme on the F-16B from Norway.

Yet another anniversary celebration, 100 years of British Airways. This 747-346 in the old BOAC livery performed a flypast with the Red Arrows on Saturday in perfect conditions.

The two Flankers from Ukraine are always crowd pleasers. They joined up for a departure flypast as their Il-76 support aircraft took off below them.

Now that the RAF's Tornados have gone it was good to see the German Air Force bringing a couple of their Tornados to Fairford. TLG-51's fine scheme shows WWI Ace, Max Immelmann on one side of the tail fin.

Flight's Spitfire that has carried D-Day marking recently was left at Coningsby: why? It flew at Sunderland Air Show the following weekend. Some of the visiting aircraft carried D-Day markings but the USAF didn't bring one of their superb F-15Es with D-Day markings for the static park or even more surprisingly didn't include them in the three-ship that took part in the NATO Flypast on Saturday that flew in from Lakenheath. The USAF has applied D-Day markings

Northrop Grumman's Firebird in its manned configuration is towed away to be prepared for the return journey to the States after RIAT 2019.

There was great relief as the pair of MiG-21s arrived late on Thursday afternoon. One of them taxis off Fairford's runway.

to several of their aircraft but none of them appeared at Fairford.

2019 also marked the 50th Anniversary of the first flight of Concorde 002 when in April 1969 the aircraft was flown from Filton, Bristol to Fairford where several years of flight-testing would take place. A one-off tribute to the Anglo-French Concorde was a flypast by the Red Arrows in their Concorde formation with Patrouille de France's version of the Concorde formation. This looked really good with both teams keeping it nice and tight in front of the crowd on Saturday afternoon.

A British Airways 747-436 in the old BOAC colour scheme celebrated 100 years since the birth of the airline. The 747's flypasts with the Red Arrows was one of the most memorable items in the flying programme.

For many, the return of the Ukrainian Flankers, the pair of MiG-21s of the Romanian Air Force, the pair of Spanish Navy Harriers and the Turkish F-4E Phantoms were the

The RAF's secretive, all-seeing, Sentinel R.1 from No. 5 Squadron sets off for home on Monday after the Air Tattoo.

The German Air Force provided a great range of aircraft for RIAT 2019, this Tornado ECR IDS from TLG 33 was one of the last to leave the show.

A close look at the badge on one of the Romanian Air Force MiG-21 Lancer Cs.

Rolling-out after another impressive display, the Swiss Air Force F-18C Hornet folds its wings.

Sad that we no longer see the RAF's yellow rescue Sea Kings, but this Sikorsky S-92A looked splendid in its Coastguard Agency colours.

The second Turkish Phantom sets off for the long flight home on Monday afternoon.

The Belgian Air Force's F-16 in its D-Day Anniversary scheme on Fairford's runway.

The Royal Jordanian Falcon's support C-130H prepares to leave Fairford. It had Falcons artwork on this side and Air Tattoo artwork on the reverse.

The Flanker's support Il-76MD lifts off Fairford's runway for the long flight back to Ukraine.

highlights of the show. It was good to see a few Tornados again following the retirement of the RAF's aircraft earlier this year. Those braving the rain of Friday saw the Harriers shifting gallons of water from Fairford's runway as they put up a short display for the brave souls in the crowd that were watching.

Despite everything, RIAT is still the best military air show in the world but this year it felt like a show of several missed opportunities. Much of the flying was excellent, but if the performers move any further away from the crowd line we are all going to need stronger spectacles in future.

We hope you enjoy some of the items that caught our eye at this year's show. Next year they will do it all again on 17-19 July. Early bird tickets are on sale soon. ■

Ukraine's Su-27UB Flanker departs Fairford at the end of the show.

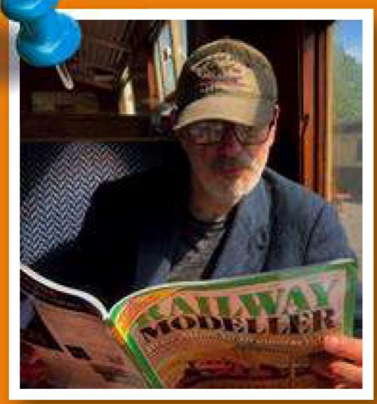
ARE YOU UP FOR A CHALLENGE?

Written by Spencer Pollard

I have to say that I'm not really that much of a fan of models of wrecked aircraft. To me, an aircraft loses much of its value once not in service and through I'm happy to see aircraft in museums, the sight of them abandoned, stripped and unloved, makes me feel a little sad. As a result, I have yet to build an aircraft model that replicates machines in this state, well, at least aircraft, as I'm not quite as precious about more land-based subjects!

Of course there are plenty of very fine modellers out there that revel in the idea of building aircraft that have seen better days. Jamie Haggo for instance, regular author in these parts, has made something of a career from building stunning replicas of all manner of dilapidated aircraft, even writing a book on their depiction in miniature and though I've yet to feel the love for such subjects, the desire to have a go is becoming rather too much to resist. As a result of this Damascene Conversion to the dark arts of the unkempt, I'm looking for a suitable subject to model. During a recent trip to the States, a group of friends and I visited Battleship Memorial Park in Alabama where we discovered the F-86L Sabre Dog seen here. Seemingly damaged by Hurricane Katrina (amongst many other things, by that dreadful storm) the aircraft is in the process of being repaired. As such, it would be a wonderful subject for a model and a real challenge to paint. So, as noted at the start of this piece: are you up for a challenge? Or should that question really be: am I?

See you next time. ■



MODEL TV

Jonathan Mock looks at how scale modelling has made it's mark on television down the decades.

You wouldn't think a TV show about railway modellers making layouts would be the thing broadcasters would be itching to make in 21st century Britain, and yet Channel 5's 'Great Model Railway Challenge' has become something of a sleeper hit with audiences, resulting in a second series which has just started broadcasting in the UK.

The concept of the show is very simple and follows the format of other programmes like the 'Great British Bake Off'; contestants are set a challenge and have a limited amount of time to deliver. In this instance three teams have three days to build a layout from scratch based on their interpretation of a theme, such as "British TV" which resulted in one layout with a WW1 flavour based on 'Blackadder Goes Forth', another sci-fi with lots of 'Doctor Who' references etc. Teams are also given a "scratchbuild challenge" of incorporating three random – and distinctly non-model railway – items into the layout with the winner given extra points. They're also marked on the functionality of their layouts and the quality of the workmanship.

Obviously the show is designed to build in a little tension due to the short timetable and there are the inevitable disasters such as trains breaking down, special features not working and team members falling out.

But this isn't the first attempt to bring modelling to the attention of a wider audience, one could argue that the BBC children's TV show 'Blue Peter' could take that crown with some of their homemade projects including items like making dioramas using household items on the cheap, but in terms of an actual show dedicated to the art(s) of scale modelling that again has to the go the BBC with 'Model World' presented by the avuncular figure of Bob Symes, or Robert Alexander Baron Schutzmann von Schutzmansdorff to give him his full and proper title. Bob was a friendly Father Christmas figure with a cheerful face and great big white beard and whiskers, you could not help be won over by his easy charm and infectious enthusiasm. Whatever Bob reported on – and he became fixture on shows like Tomorrow's World in the UK - he always did it with a twinkle in his eye.

His interest and love of all things modelling led to the BBC commissioning a series of 30 minute shows (the aforementioned 'Model World') in the mid 1970s and topics ranged from model railways (his first love) to radio control boats and aircraft, figures and plastic modelling. The figure modelling segments were notable for featuring the work of Roy Dilley who was the (then) president of the British Model Soldier Society. Roy's ingenuity

and abundant talent were demonstrated in two instances, one where he converted an Airfix 1:32 Multipose figure into a younger Bob Symes in tropical Royal Navy whites (Bob was an RN veteran who commanded Motor Torpedo Boats in the Mediterranean), the other a conversion of a 54 mm 95th Riflemen (also Airfix) into a soldier of the Indian Mutiny of 1857. Armed with little more than plastic strip and his “liquid plastic” (chopped sprue in a solvent), Roy created miniature masterpieces that still stand up today.

Bob would present a follow-up show - ‘Model Magic’ - made by Ulster TV and broadcast by CH4 in the early 1980s. Even though the emphasis was more on working models, it was still good to have some modelling-related television at a time when the model magazines were mostly gloomy about the state of the hobby, at least from the plastic side of things.

For the best part of three decades that was all television had to say about scale modelling, aside from the occasional references in comedy shows like ‘A Bit of Fry and Laurie’ (available on YouTube) and ‘Paul Merton – The Series’ that had a sketch of a man with a 1:48 Airfix Mosquito who then painstakingly creates… a replica of the box!

Aside from a BBC documentary about Hornby in 2007 it wasn’t until former Top Gear presenter – and self-confessed modelling geek – James May started his ‘Toy Stories” series in 2009 (by Plum Pictures for the BBC) that modelling found a niche on television again. The first episode was titled “Airfix” and followed a dual narrative of James looking into the history of the brand and meeting familiar faces like Roy Cross and Trevor Snowden, while at the same time creating a 1:1 scale Airfix Spitfire “kit” that would be assembled, painted and eventually displayed at the Royal Air Force Museum Cosford alongside a replica James May pilot figure.

Other episodes covered Lego, Plasticene, Hornby, Scalextric and Meccano, while there were some one-off specials about a model railway running the distance between Barnstaple and Bideford in North Devon; a glider flying across the Bristol Channel from Ilfracombe (also Devon) to Lundy Island; a working full-size Meccano motorbike and a competition between Action Man and Sindy dolls to see who could break the sound barrier by being launched via a rocket and returning by parachute. There was a follow up book, complete with a chapter on building the Airfix 1:72 Spitfire XIX by a Somerset-based modeller, writer and designer…

James would return with some Christmas specials ‘James May's Top Toys’ and ‘James May: My Sisters' Top Toys’ before coming full circle with ‘James May's Big Trouble in Model Britain’ which followed the restructuring of Hornby and the release of the big 1:24 Airfix Hellcat at Scale Model World 2018. Here was our hobby on prime time television, being seen by millions on viewers and as with the previous shows, model shops reported spikes in sales of the various brands featured, which goes to show that even though some modellers rankled at the way the hobby was being portrayed in James’ laconic, often self-deprecating way, all publicity is good publicity.

Which brings us up to date with the Great Model Railway Challenge on CH5, which, it could be fair to say, seems to have taken its inspiration from the popularity of James May’s shows and things like ‘Bake Off’. To this end it would be hard to see how a broadcaster could make similar shows on military or aircraft modelling because layouts by their very nature tend to be large and busy, whereas an hour long show on people making single models just doesn’t have the same appeal, or indeed, televisual impact. About the closest you could get – and I’ll claim my royalties upfront just in case – would be the “Great Model Space Ship Challenge” where teams are given a basic set of materials, boxes of kit parts and a brief to build an 8ft model to a particular theme, say “Eco-ship” or whatnot. It’s tenuous at the very least! The only other possible version would be the “Great Diorama Challenge” but the problem with both these ideas is that they lack the animated aspect of a working model railway, which is where ‘GMRC’ scored with viewers.

And there is the quandary – as much as we modellers would like to see a serious TV programme about our hobby, the process, techniques etc., it’s going to be as dull as ditchwater for the general viewing public. There have been some mutterings amongst hobbyists that shows like James May’s and ‘GMRC’ sometimes take a rather flippant approach and that they’re being made fun of – I don’t see it that way, merely that TV has to find a hook to engage the wider audience rather than satiating the needs of a niche set of viewers.

One only has to go onto YouTube to see how some earnest videos made by well-meant modellers can sometimes end up – literally – like watching paint dry. Then there are the gems like Martin Kovac’s ‘Night Shift Modeller’ which is not only perhaps one of the most professional looking modelling channels out there (across the board, from production to the modelling quality), but he knows how to get to the point, often with a delicious dose of humour that makes his videos utterly compelling viewing. In many respects YouTube has picked up where Model World left off and – ironically - it’s also where you can find most of the Model World and Model Magic shows as well as jewels like a newsreel featuring the late Hammer Films actor Sir Peter Cushing – yes Grand Moff Tarkin himself from the Star Wars films – and his passion for painting and collecting model soldiers.

Perhaps more importantly, 45 years on from when Model World first appeared, the hobby scene has never been more exciting in terms of new products, the quality of kits, the breath of subject matter and the sheer quality of modelling out there, not to mention communities on forums, social media and YouTube.

Bob Symes sadly passed away in 2015 at the ripe old age of 90, but for a generation who grew up with his grandfatherly presence, mention of his name usually brings a smile of recognition and warm memories of the mellifluous tones of Burt Bacharach’s ‘Trains and Boats and Planes’ tumbling out of the TV speakers.

Now, how do you make liquid sprue again..?

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1/32 J2M3 Raiden
1/32 He 219 A-0 Uhu
1/32 Horten Ho 229
1/32 MUSTANG IV P-51D/K
1/32 Do 335 A-12
1/48 J7W1 SHINDEN
1/48 Focke-Wulf Ta 152 H-1
1/48 Horten Ho 229
1/48 F-4S Phantom II
1/48 F-4C Phantom II
1/48 F-4D Phantom II
1/48 F-4J Phantom II Marines
1/48 F-4J Phantom II NAVY
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...IT GIVES YOU WINGS!

ALAN FIRBANK PHOTOGRAPHS RED BULL'S STUNNING P-38L LIGHTNING, ONE OF ONLY A HANDFUL OF THESE AIRCRAFT STILL FLYING AROUND THE WORLD.

"The Flying Bulls fleet contains several aircraft that fall into the 'priceless' category, but when it comes to rarity, nothing comes close to the Lockheed P-38 Lightning. Of the 10,037 P-38s manufactured by Lockheed, only 26 survive. And of those, only 10 are airworthy.

The P-38 was a heavy fighter, designed to fly higher and faster than its competition. It became something of an all-rounder, used for bombing, ground attack, night-fighting, pathfinding, long-range escort duty and photo reconnaissance. Its distinctive design, with a central cockpit nacelle and twin booms housing the engines, entered operation with the US Army Air Corps in 1941 and was the only US fighter aircraft in mainstream production throughout WWII.

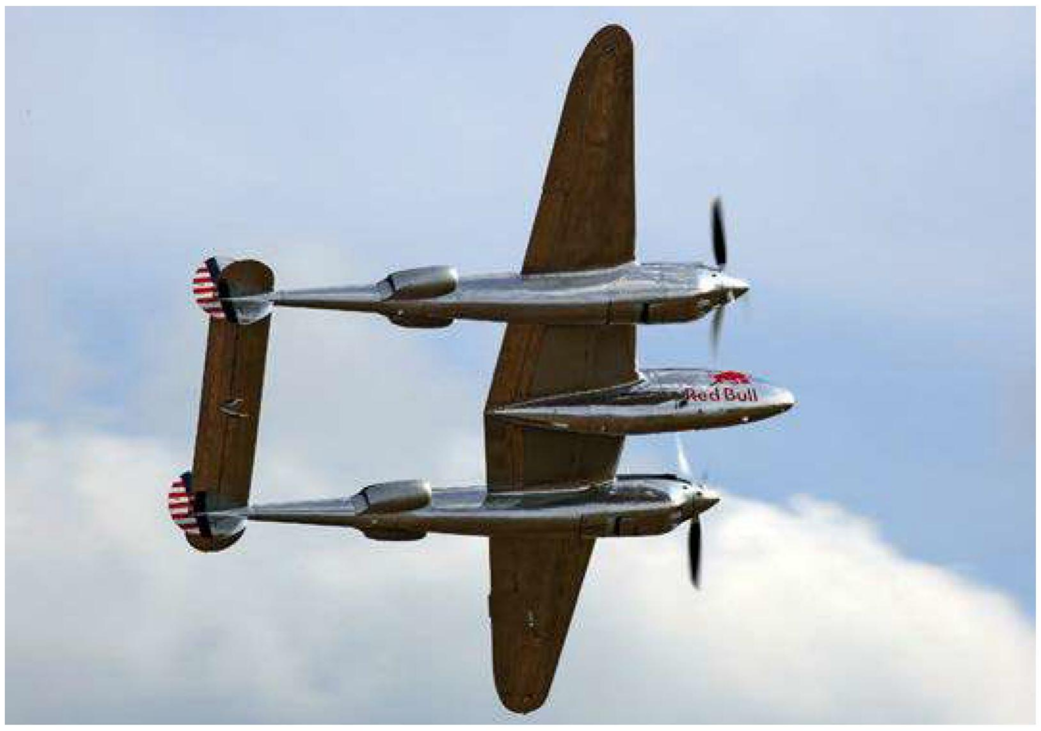
The Flying Bulls' P-38L, manufactured in 1944, has quite a history. The -L derivative was the most numerous Lightning produced, with 3,923 aircraft manufactured. The designation P-38 F-5G-6-LO marks it out as a Lightning built in the F-5G photo-reconnaissance configuration, in the sixth production block at Lockheed's Burbank factory. It was sold into civilian hands shortly after the end of WWII and, upgraded with modified carburettors for water injection, began a second life in air racing, winning various prizes.

In 1963, the plane was purchased by decorated WWII flier Marvin 'Lefty' Gardner, who gave the aircraft a white livery and a distinctive presence at the Reno Air Races, where it performed for many years as 'White Lightnight'.

A spot of bad luck in 2001 saw an engine fire force the plane to crash land in a Mississippi cotton field, where it sustained substantial damage. The Flying Bulls saved it, though, restoring the plane to its former glory. It's now the only flying P-38 in Europe." (Via Red Bull)

For more information on Red Bull's fleet of aircraft, please visit their website at: https://www.redbull.com/gb-en/vintage-aircraft-flying-bulls

Red Bull


Red Bull

Red Bull

BUILT AND WRITTEN BY JOHN "TIGGER" WILKES

LARGE SCALE LANCASTER

We take a detailed look at Hong Kong Models 1:32 Avro Lancaster B.Mk.I

Occasionally one wonders at the fact that model companies are making such large models. When the Lancaster was announced from Hong Kong Models some time ago I had to think long and hard if I had anywhere to put such a model. Fast forward to earlier this year and the editor posted an image of the box on social media, at which point I immediately offered myself to the build. When the large box arrived it was greeted by family members with expressions of what on earth have you got there.

Opening the stiff card box with a painting of a night operation Lancaster dropping its load revealed some nearly 900 parts, all on 36 runners and complimented by a sheet of etched brass. Two large decal sheets provide the markings for the following aircraft:

- Lancaster B Mk I, R5868/OL-Q, No. 83 Squadron RAF, Wyton, UK, June 1943
- Lancaster B Mk I, R5868/PO-S, No. 467 Squadron (RAAF), Waddington, UK, May 1944,
- Lancaster B Mk I, W4783/AR-G, No. 460 Squadron (RAAF), Binbrook, UK, May 1944.

The plastic used is a medium grey with lots of recessed surface detail, panel lines are well presented, however, there are a couple of errors which are simple to rectify including the dingy hatch which is on both wings, but should only be on the right. Some of the parts are made using multi-part moulds, which results in things such as the main part of the wings being one single part to which are added the tip and moving parts.

This Month's Feature...

With this build instead of giving a blow by blow account it is presented as a photo montage with captions. The only additions I made to this kit for the build you see was to use the excellent Airscale decals from that company's cockpit set and replace the pilot's seat harness. Assembly was completed with MEK glue as well as superglue and an ultraviolet glue for the clear parts. Mr. Surfacer 500 Black was used to show seams and rectify small gaps wherever the appeared although to be fair not much of this was used at all. ■

SKILL LEVEL:
Advanced

SPECIFICATION:
Hong Kong Models 1:32 Avro Lancaster B. Mk.I
Kit No: HK01E10
Materials: IM Plastic, PE
Available From: All Good Model Shops
Price Guide: £359.99

BEFORE STARTING:
Tamiya Extra Thin Cement
Tamiya Masking Tape
Kip Masking Tape
MEK
Sprue Cutters
Tweezers
Cyanoacrylate Glue
Gunze Mr. Surfacer 500 Grey and Black
Future floor polish
Solvaset decal setting solution
Microscale Micro Kristal Klear
Ultra Violet Glue

PAINT USED:
Tamiya Acrylics
X-19 Smoke
XF-1 Flat Black
XF-2 Flat White
X-22 Clear

Mr. Color
C361 Dark Green
C 369 Dark Earth

Mission Models
Interior Green

Windsor & Newton
Galeria Matt

AIRBRUSH USED:
Iwata HP-CH

ACCESSORIES USED:
Eduard Lancaster B.Mk.I Masking Set - JX225

A NATIONAL TREASURE

THE BATTLE OF BRITAIN MEMORIAL FLIGHT'S STUNNING LANCASTER, SHOWS OFF FOR THE CAMERA. PHOTOGRAPHED BY ALAN FIRBANK

RETRO-HIGHLIGHTS... AND HARRIERS!

WE VISIT YEOVILTON FOR THEIR INTERNATIONAL AIR DAY 2019.
IMAGES AND TEXT GLENN SANDS

The 2019 International Air Day at RNAS Yeovilton held on 13 July had the feeling of a 'retro-airshow' due to the aircraft on display. Not only did the aviation enthusiasts have the chance to see Harriers back at the Somerset, naval air station, but a selection of classic Aéronavale types were also in attendance, one of which was making its UK debut.

Organisers have always managed to bring together some aircraft which modellers have been keen to see close-up, and this year was no exception. While for many it was the sight and sound of the two Spanish EAV-8B Harrier II Plus examples from 9 Squadron, known as the 'Cobras', based NAS Rota in southern Spain the topped the show. For me the privately owned Breguet 1050 Alizé was the star. Parked in the static, wings folded prior to its flying display, a wealth of photographic reference material was available to those patient enough with a camera.

Of course there's not only the opportunity to photograph the current types of the Fleet Air Arm, but a number of exhibits are often brought out of the museum to the static line-up. This means they can be photographed in near ideal conditions. Handy for those working on a 1:48 Airfix Sea Vixen or 1:72 F-4 Phantom FG.1 in naval colours or a Cold War era Sea King.

The current process of navalising ex-RAF Merlin HC.3s to Royal Navy HC.4 standards, which includes folding main-rotors and tail boom was demonstrated by a unique line-up Merlins in the static. The conversion process was cleverly illustrated from the start, middle and end of the process with different airframes actually undergoing the process. The finished examples wear a smart overall grey scheme with low-viz Royal Navy titles. ▶

As its wings unfold, Sea Fury T.20 of Navy Wings taxies across the piano keys of Yeovilton's main runway. Display pilot Lt Chris 'Goaty' Gotke flew a stunning display with a series of high-speed passes demonstrating the speed of the Korean War-era piston-engined fighter.

After more than ten years a Harrier was back in the 'hover' at Yeovilton. This Spanish EAV-8B Harrier II Plus VA 1B-37 from 9 Squadron, known as the 'Cobras', from NAS Rota in southern Spain was one of a pair that attended the air day.

Named 'Dark Falcon' and flown by Captain Stefan 'Vador' Darte, the solo display F-16AM begins its take-off run.

It's rare to see a C-17A Globemaster III in anything else but Air Mobility Grey, but this Qatar Emiri Air Force is the only one of eight, that serve with the nation to wear this spectacular airline style scheme.

Taken out of the FAA Museum for air day static park, this is how Royal Navy Sea Kings looked during the Cold War.

The retro-feel was in abundance in the flying display to, with the Army Air Corps Historic Flight in attendance along with the Sea Fury T.20 from Navy Wings, it could well have been the 1950-60s for a brief period which these classic helicopters and props filling the sky.

The crowd was quickly brought up-to-date with a fly-by and display by the FAA's latest acquisition, the F-35B Lightning II. But, I am sure that I'm not alone in thinking, if only it had some more 'colourful' squadron markings on it? You're not alone - Ed.

While the fighters, both past and present grabbed most of the attention, the sleek looking P180AM Avanti belonging to the Italian Navy, in a new overall grey scheme, complete with minimal markings certainly looked fast just sat there on the ground. The crew pointed out that the familiar white and blue scheme was now being replaced, so time for another decal sheet for this sleek looking aircraft, perhaps?

The flying display at Yeovilton has always been good, and this year was no exception. Among the familiar F-16s and aerobatic types were a three-ship formation display of retired Aéronavale aircraft. Along with the aforementioned Alizé was CM.175 Zéphyr and a MS.760 Paris, all privately owned on the French warbird circuit. An amazing display where the elegant lines of the Zéphyr were demonstrated to full effect.

The Army Air Corps Historic Flight brought along their Scout AH1, Sioux and Beaver AL1, let's hope that maybe the Skeeter AOP.12 might get back with the Flight to complete the set as it used to be back in the late 1980s.

Despite the Harrier no longer being flown by the UK, it was clear that the 'jump-jet' still has a place in many hearts of British aviation enthusiasts. As the crowd rose to its feet and watched the Spanish EAV-8B Harrier II Plus perform its hovering routine, you could not help but think back to the Sea Harrier FRS.1 days.

Once again organisers of the Yeovilton Air Day are to be congratulated on a great day that ticked all the boxes for the aviation enthusiast and modeller. ■

Just look at all those details waiting to be photographed – the brilliant Breguet Alizé, now privately owned and the only example flying.

A close-up of the special tail markings applied to both the EAV-8B Harrier II Plus jets at the show. They were one of the stars at RIAT the following weekend.

The world's only flying Breguet Alizé comes into land after its display. After a ground-up restoration the aircraft returned to the air in May 2013, and was making its UK debut at Yeovilton.

Although the RCAF had to cancel its C-130 tactical demonstration, the transporter flew a spirited display which ended with the Hercules reversing back up the runway to exit onto a taxiway.

The sleek looking P180AM Avanti belonging to the Italian Navy. An extremely rare visitor to the UK. The navy only has three in service for liaison and VIP duties.

Wearing the new overall pale grey scheme, a recently converted ex-RAF Merlin, now designated an HC.4 by the Royal Navy. The conversion includes a folding tail and rotor head along with a host of internal software upgrades.

A rather unusual Merlin, ZK001 was originally delivered to the Royal Danish Air Force but returned to the UK in June 2007 for conversion to HC.3A standards. This was the helicopter that wore the Special Olympic colour scheme for the 2012 opening ceremony.

A RN Wildcat HMA.2 from 815 NAS makes a high-speed pass along the crowd line. How long do we have to wait for a kit of this remarkable helicopter?

Accompanying the Belgian Air Force solo display F-16, was FA-87 in more familiar colours. Unusual to see a complete lack of underwing pylons and drop tanks on a squadron machine.

The Italian Air Force's brand-new maritime patroller, the P-72A, based on the ATR 72-600 airliner was making its show debut. The type replaced the Breguet Atlantics which retired in 2017.

THE SUMMER OF SPITFIRE

Written by Spencer Pollard

During the summer of this year, the Royal Air Force Museum Cosford paid homage to one of the most iconic aircraft ever built with a programme of events and activities dedicated to the Spitfire.

The Museum is home to a large collection of Spitfires, including the world's oldest. This summer it explored the history of the Spitfire and the story of those RAF servicemen and women who worked with this wondrous aircraft. Weekend festivals, thought provoking storytelling, close views of real Spitfires, and a series of nostalgic events including a Battle of Britain Day, transported visitors back to a time when the Spitfire protected Europe's skies.

Having missed the events, I was keen to take a look at one of their exhibits, their gorgeous Spitfire PR.XIX (PM561), so I took a lunch break several weeks ago and popped over for a coffee and a chance to see this aircraft up close. I certainly wasn't disappointed by what I found, so couldn't resist snapping a few pictures of the aircraft, ready to perhaps create a model of it when I get a few minutes.

I hope that you enjoy seeing some of my pictures, as much as I enjoyed taking them!

See you next time. ■

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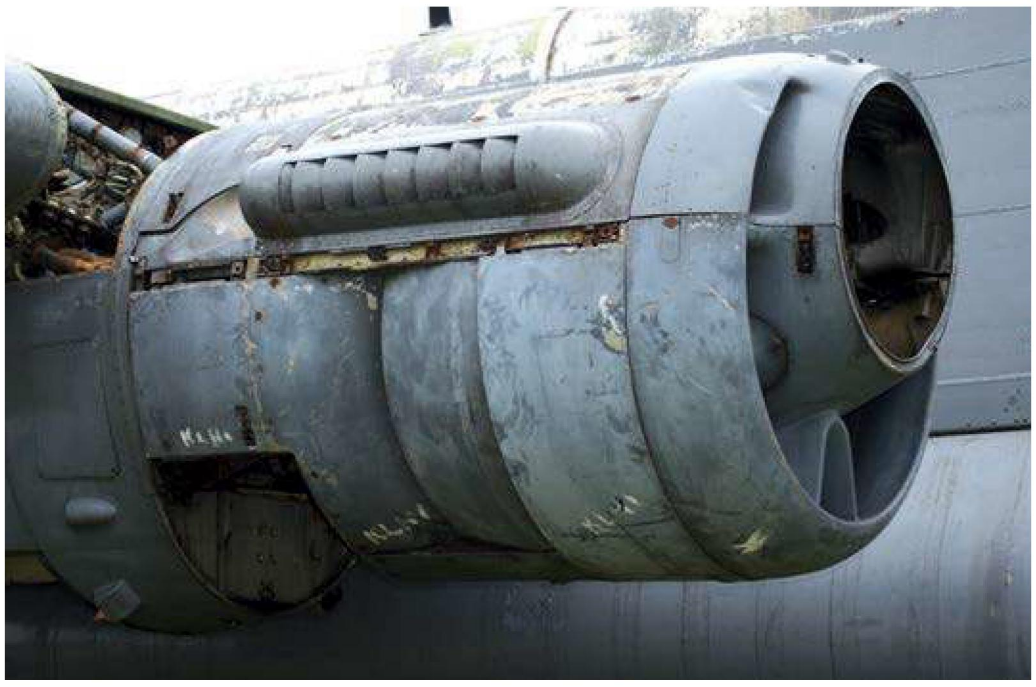
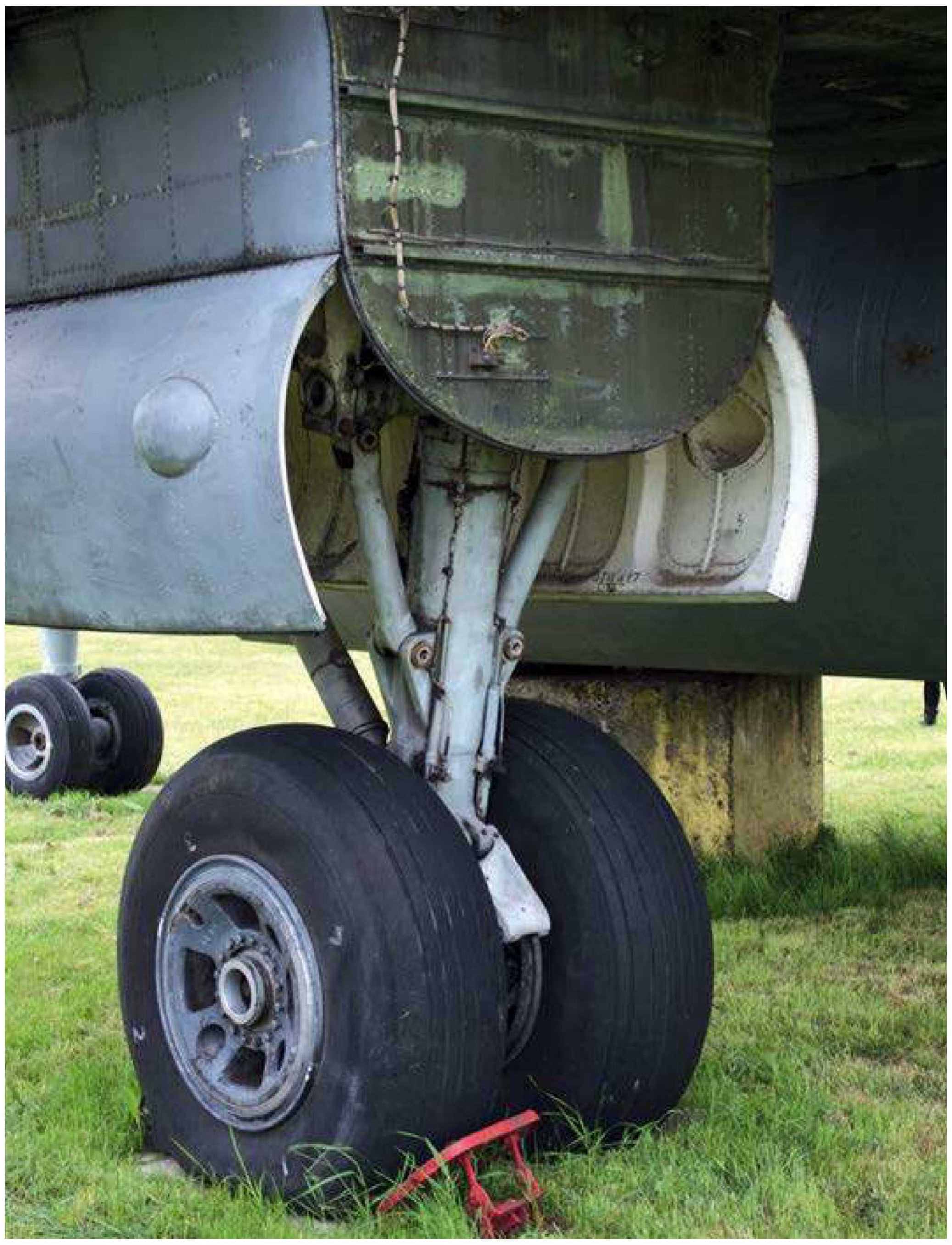
RUN DOWN SHACK

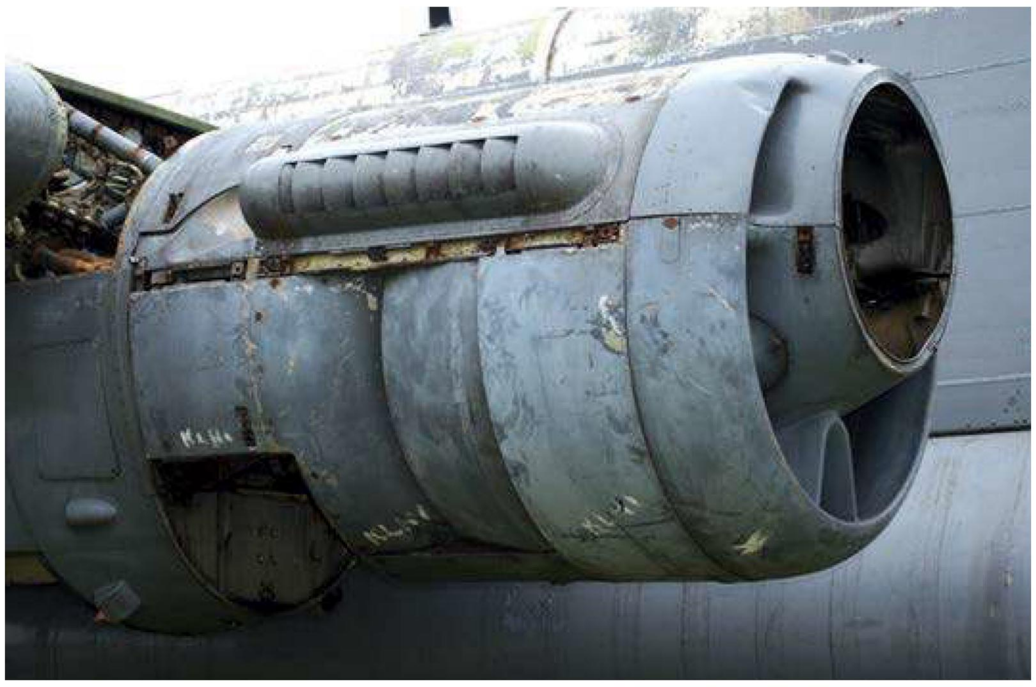
WOULD YOU LIKE TO BUILD SOMETHING SLIGHTLY DIFFERENT FROM YOUR NEW REVELL SHACKLETON MR.3 KIT? HOW ABOUT THIS DILAPIDATED EXAMPLE..? PHOTOGRAPHED BY SPENCER POLLARD

A visit to Bruntingthorpe is always worthwhile, throwing up as it does plenty of incredible aircraft to admire, examine and a couple of times a year, see in action. For fans of the Shackleton, it is a particularly valuable destination, because they have their very own Shackleton, though as can be seen here, it has seen better days! Still, for detail fans, or those modellers looking to build a wreck rather than a pristine example, it offers much in the way of open areas that are often hidden from view and is thus a worthwhile aircraft to examine for a potential build.

Here, we provide some images of the aircraft as seen several years ago on what was a grey and very cold morning. We've not provided captions, the images speaking for themselves. Enjoy. ■







IN THIS ISSUE...

Written by Spencer Pollard

Welcome to the January issue of your favourite aircraft modelling magazine!

First things, first! Despite this being the January 2020 edition of this magazine, the way that copy dates work, this is actually our final release of the year and as such, becomes our Christmas issue. With that in mind I would like to thank all of our readers a very happy Christmas and a wonderful New Year. I would also like to thank you from all of the members of my team for your support throughout this year, for buying the magazine and allowing us to keep you entertained each month with our builds and thoughts on the hobby - it is very much appreciated!

This issue is being put together just after the IPMS Scale Model World in Telford, so memories of that important event are not far from our minds. Immediately following this you will read some of Jonathan Mock's thoughts on the show and then towards the back, you will find plenty of photographs that Alan Firbank took within the event's competition room.

Often described as the 'biggest and best', SMW as it is more pithily known, might not be either of those things, but there is no getting away from its importance and the way that it effectively closes the year's modelling proceedings over its weekend in November. Across the halls of the Telford International Centre, it brings together a huge number of manufacturers, clubs, traders and visitors who all collect to enjoy some of the best model-related activities available within the UK. Its importance can often be gauged by the number of modellers who only attend this event from within the UK and the large number of enthusiasts that travel vast distances to attend from around the globe, some of the latter making SMW an annual pilgrimage.

Because of SMW's place within both the hobby and the industry that I am proud to be part of, we make no apology for allocating plenty of space to it within MAI. This month, that space is mainly given over to the competition and some of the superb models that could be seen within the many classes that make it up. Alan Firbank as usual is in the hot seat, offering a large collection of the dozens of images that he was able to take early on Sunday morning before the crowds of onlookers were allowed to visit the completion room once more. Next month, we will take a look at some of the club stands, many of the new kits seen within traders booths and then a flavour of the event's general ambience and vibe, should you not have been able to visit Telford, several weeks ago.

Along with our concentration on SMW, Nigel Poole builds Revell's recently released 1:72 MiG-25 Foxbat, Huw Morgan takes a look at the Zvezda 1:144 Boeing 737 MAX 8, Frank Crenshaw pays tribute to Geoffrey Wellum, the RAF's youngest Battle Of Britain fighter pilot, as he builds his now famous, Mk.I Spitfire, whilst I bring you a final part of my epic build of the incredible Airfix 1:24 Hellcat. We hope that you enjoy these final features of the year and that if you do manage some downtime over the Christmas holidays, you get a chance to build something similar for your own collection!

This then is the January issue of Model Airplane International. We hope that you enjoy it and that we see you next month. ■

NEWSLINE

This month's round-up of all that's new in the world of aircraft modelling...

SPECIAL HOBBY

www.specialhobby.eu

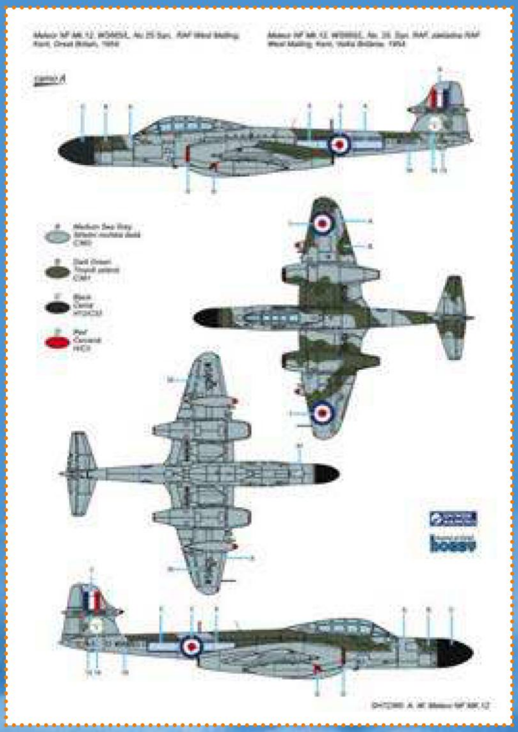
SPECIAL HOBBY'S LATEST POST WAR JET ENTERS THE NIGHT FIGHT…

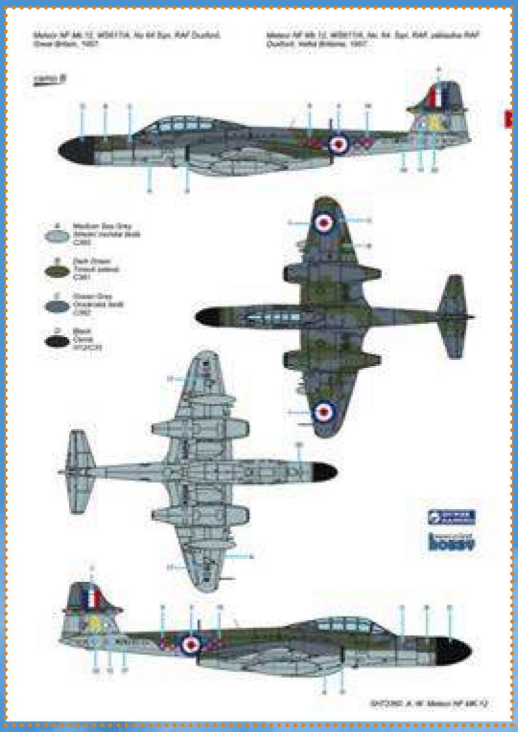
1:72 ARMSTRONG WHITWORTH METEOR NF MK.12

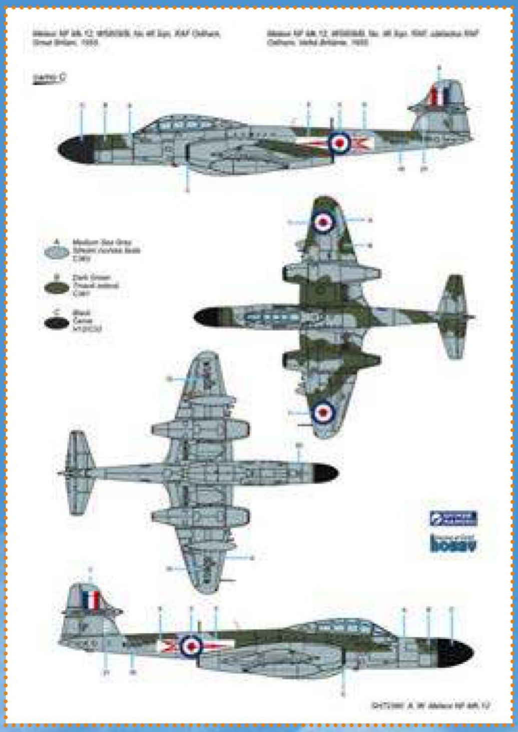
The final generation of the Meteor jet fighters was produced by Armstrong Whitworth. Unlike the earlier versions, these were two-seater, night and all-weather fighter machines equipped with a radar in the nose. In the early stages of the Cold War, they defended the UK against the threat of Soviet bombers carrying nuclear weapons. The Meteor Mk.12 version was fitted with a US-manufactured APS-21 radar known as the AI Mk.21 in RAF service.

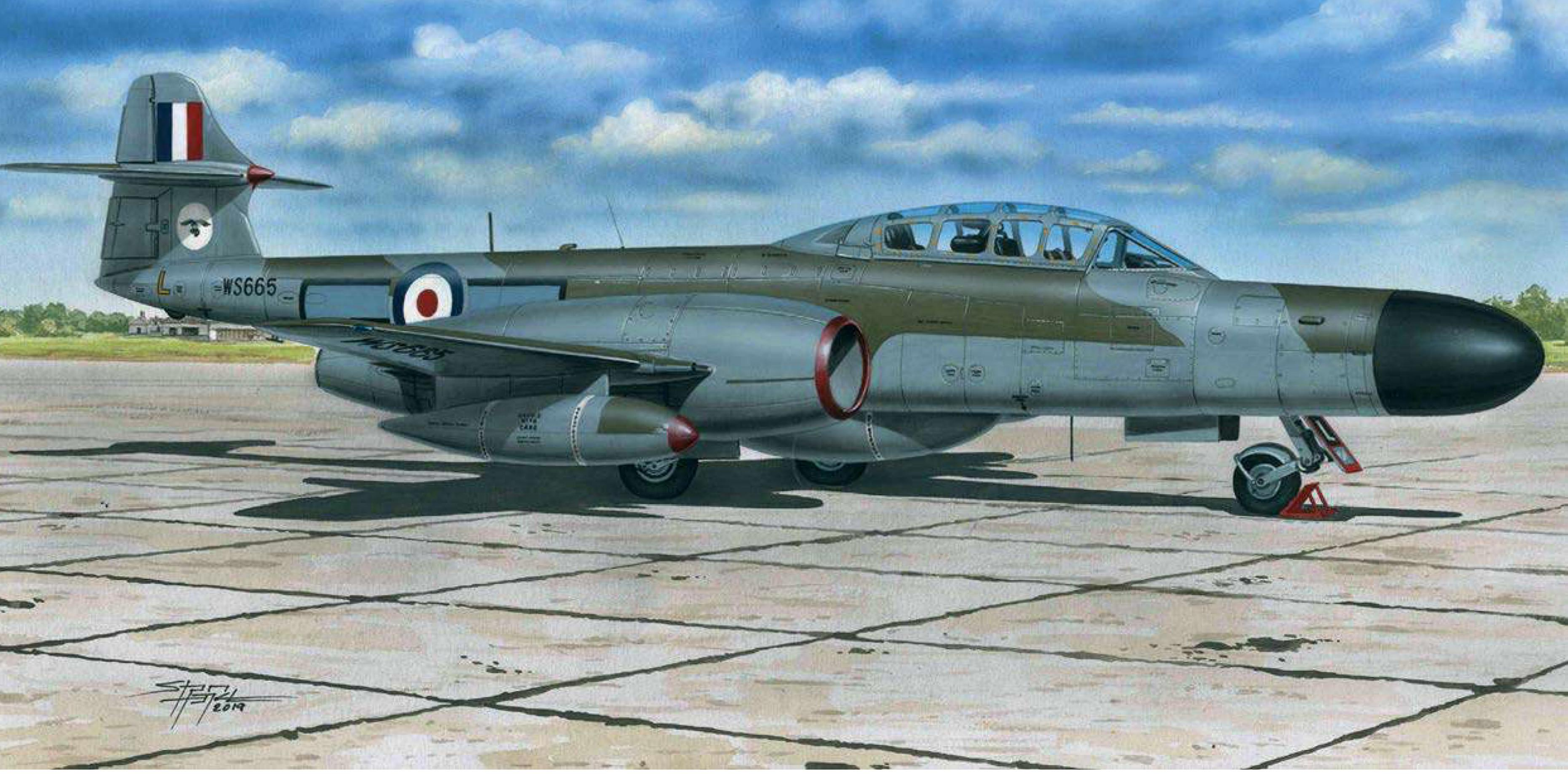
- The best 1:72 NF Meteor kits currently available (Matchbox kits were released in 1987)
- Highly detailed small parts
- Four RAF marking schemes

We will bring you more details on this new kit when released in the new year.



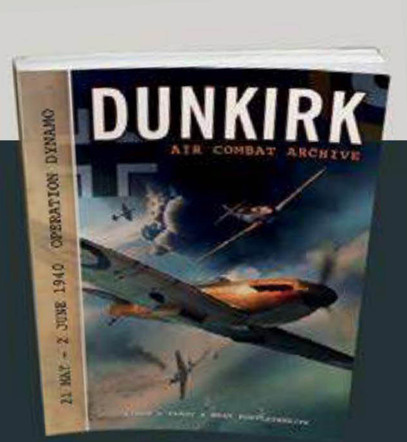






SAMPLES FOR REVIEW

Please send all items for review to the following address: Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom. Companies in the European Union should also add our VAT number, which is GB 789 7020 84



WINGLEADER

www.wingleader.co.uk

DUNKIRK - AIR COMBAT ARCHIVE (21 MAY TO 2 JUNE 1940 - OPERATION DYNAMO)

- By Simon W Parry and Mark Postlethwaite
- Published by Red Kite/Wingleader
- Guide Price £25
- ISBN: 978-1-906592-38-7
- 192pp, softback, 297 x 210 mm

In our October 2019 issue we featured a series of books from Red Kite/Wingleader. Some were individual aircraft profiles and two were the latest in a series called the Battle of Britain Combat Archive. The Combat Archive tells the story of the Battle of Britain in minute detail. Not a daily report but these books drill down even further and give an hour-by-hour account of the combat flying in the weeks of the late summer of 1940. This Dunkirk book was published in 2017 and takes the Combat Archive story back to the last days of May 1940 and the first two days of June.

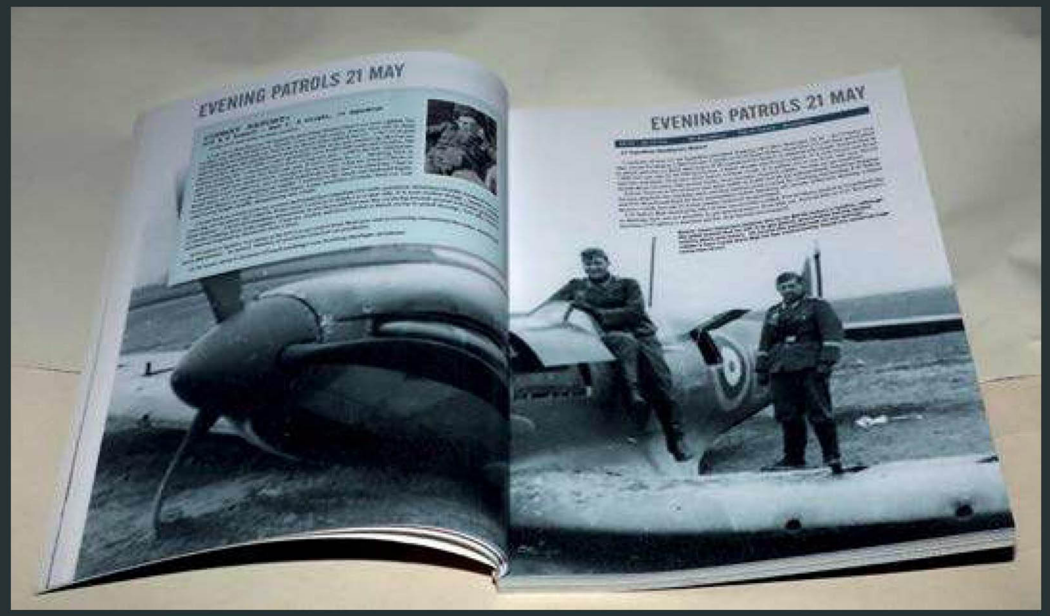
The Battle of Britain Combat Archive series began publication in 2015 with Volume 1 commencing from 10 July 1940, just over a month from when the last troops were rescued from the beaches of Northern France. The first pages of Dunkirk tells how nearly a million British and Allied troops became trapped by the rapidly advancing Germans. The English Channel in front of the trapped allied army and German tanks behind. We all know from books, documentaries and the recent cinema film on Dunkirk, the events that then took place.

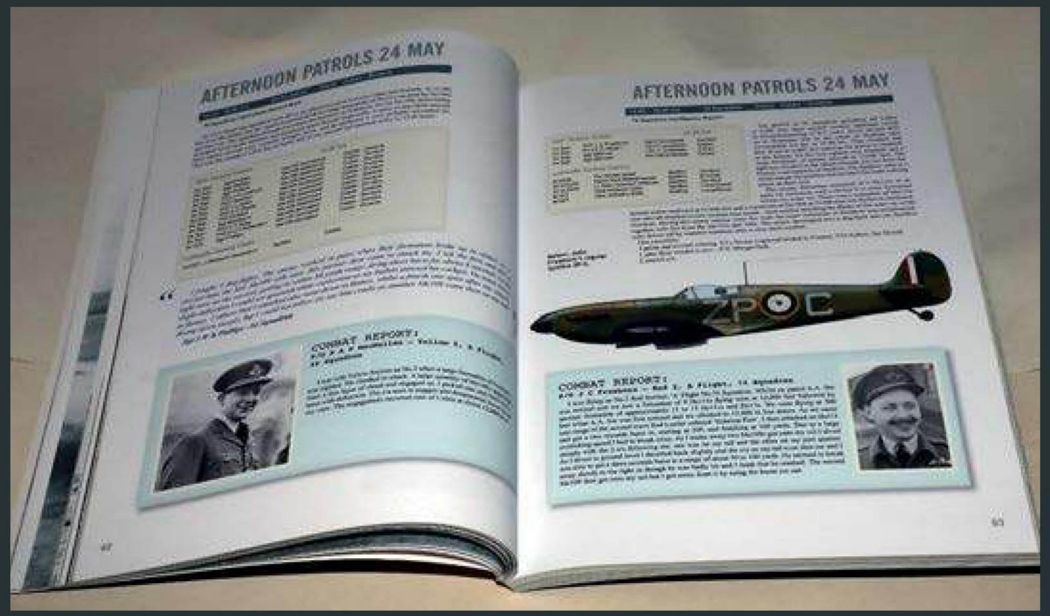
This book tells in fine detail how the RAF would be thrown into the Dunkirk rescue operation. It was essential that the Germans were not allowed to slaughter the troops on the beaches and protect the ships on their trips across the Channel.

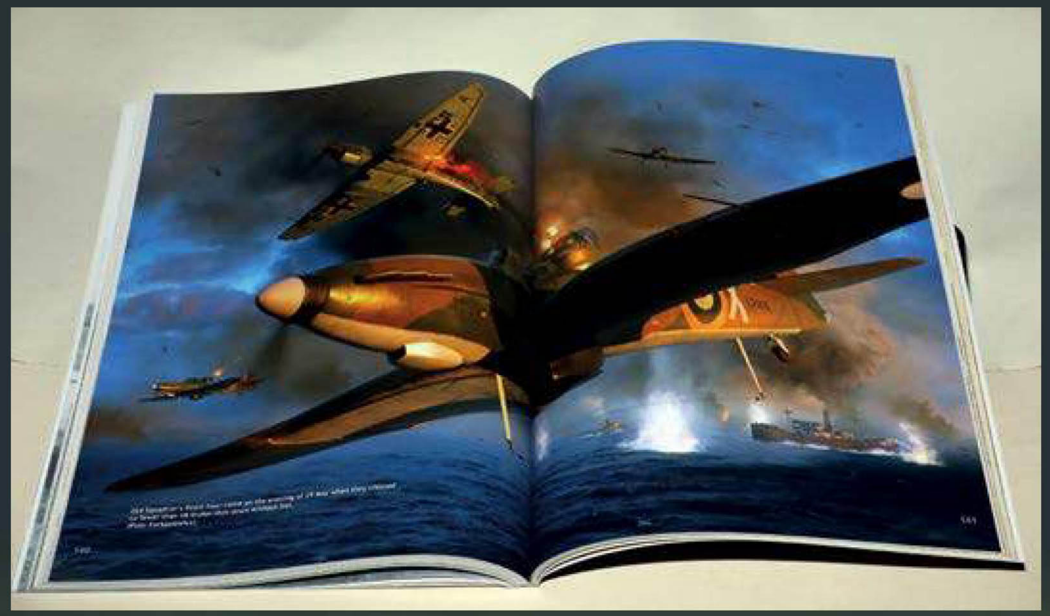
In the same way as the Battle of Britain series describes that aerial combat, this book on Dunkirk's Operation Dynamo tells of the RAF's struggle to keep German aircraft away from the stranded troops and the little ships sent to rescue them. The RAF began operations described in this book at 04.45 on 21 May with 604 Squadrons Blenheims mounting a patrol over the Boulogne area. It is very telling that He 111s and a Ju 88 were engaged but they easily outpaced the Blenheims and escaped. During those early hours of the 21 May a German He 126 was destroyed with no less than six of 17 Squadron's pilots claiming a share of the kill.

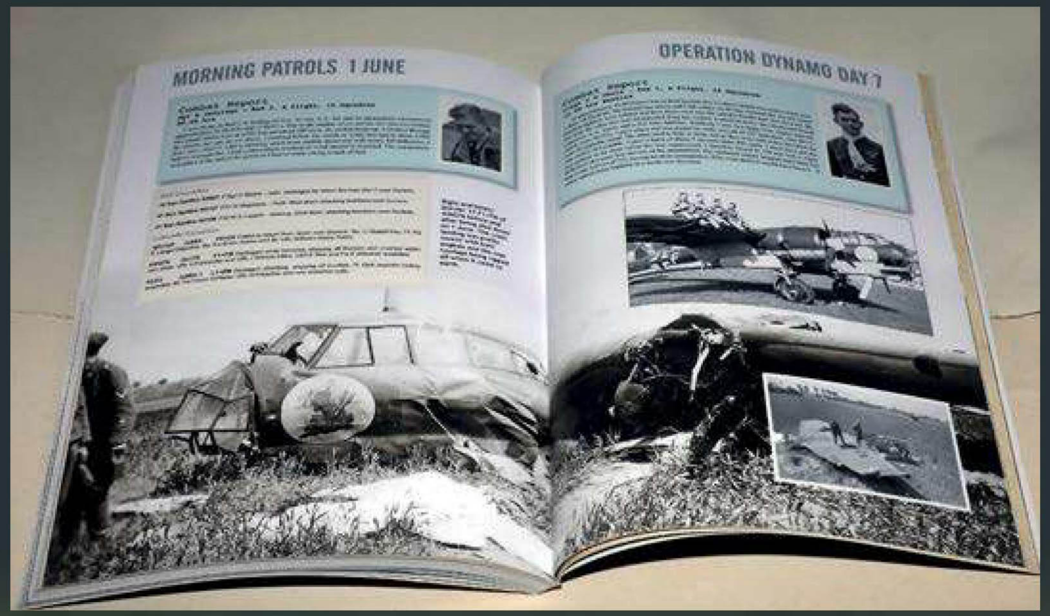
The actions of the 21 May are described over about a dozen pages with many official combat and pilot's personal reports of the events. Many photos of grounded aircraft are shown with camera gun stills showing the aerial action. Several pilots are featured with their portraits and combat reports. Two German soldiers are shown proudly inspecting an almost undamaged crash-landed Spitfire. The pilot, Bertie Aubert reported later that after landing, he left his aircraft to seek some fuel.

This book continues in the same way describing events as those frantic days raced by. At intervals in the book some of Mark Postlethwaite's excellent artwork illustrates the action and colour artwork aircraft profiles show some of those taking part in the flying. It is amazing to see the longs lists of RAF and Luftwaffe casualties over those few days. We see how busy both air forces were and a look through the lists reveal such famous RAF names as Bob Stamford Tuck, George Unwin, Ginger Lacey and amongst the German aces, Adolf Galland and Johannes Trautloft. Dozens of personal combat reports tell fascinating tales of daring-do. This all goes to bring us the amazing story of a few day's combat over the Channel and beaches of Northern France. This book and the Battle of Britain Archive come highly recommended.See the wingleader.co.uk web site or Avid Reader/bookworldws.co.uk who are the UK distributor of the Red Kite range. If you are interested in this short period of WWII, one look at a copy and you could be hooked.









Spitfire Ia N3200 landing at Duxford. This is one of the aircraft lost during the operations to protect the troops awaiting evacuation at Dunkirk. It sank into the sand and remained buried below the tide line on the French beach for almost 45 years. It was recovered and after a lengthy rebuild, restored to the air in 2014, back at its original home RAF Station, Duxford.

MESSERSCHMITT ME262: THE LUFTWAFFE'S STORMBIRD

PHOTOGRAPHED AND WRITTEN BY SPENCER POLLARD

As aviation enthusiasts, we are very lucky to be able to see some wonderful examples of classic warbirds, both as static exhibits in museums and then as flying machines at many of the world's airshows. Perhaps nothing within this sphere of interest captures the imagination more than the late-war German jets that so shocked the Allies, at a time when WWII was drawing to a close. Over the next few pages we bring you two examples of these wonderful machines, both '262s, albeit different versions, as seen in two of the world's finest museums: the National Naval Aviation Museum in Pensacola, Florida and the Royal Air Force Museum Cosford, in the heart of the English countryside. We have not provided captions for the images, letting each speak for themselves. We hope that you enjoy seeing these aircraft in print, as much as we enjoyed seeing them in the flesh. ■

NATIONAL NAVAL AVIATION MUSEUM PENSACOLA
MESSERSCHMITT ME262B-1A SCHWALBE

ROYAL AIR FORCE MUSEUM COSFORD
MESSERSCHMITT ME 262A-2A SCHWALBE

THE ENDURING POPULARITY OF THE B-17 FLYING FORTRESS

With the imminent release of the HK Models B-17 this month, my mind has turned to it as a subject, and why over the years it has remained an aircraft that so many modellers want to build for their collections.

Of course, much like the Spitfire, Mustang and Me Bf109, the Flying Fortress can be called a stone-cold classic, a shorthand for bombers that ranged over the battlefields of Europe during WWII. Much like all RAF fighters being a Spitfire, all German machines being a Messerschmitt, or all Japanese being a Zero, every American bomber during WWII was a B-17. It's just the way it is!

But of course there are other reasons why the B-17 has remained a favourite, one of which is perhaps Shep Paine's classic diorama that he built around the Monogram 1:48 kit during the 70s. Depicting an aircraft that had been forced through damage in flight to make a belly landing, the scene was so enduring that even 40 odd years on, many of us can still remember exactly how it looked without having seen the completed diorama for some time. Would it have worked had he used another bomber as the centrepiece? Perhaps. But the fact remains that we all know that the model that stars in this now famous diorama was a B-17 and we all still, to this day, want to build something similar.

Over the years there have been many kits of this aircraft, from FROG, through Airfix, Matchbox, Revell, Hasegawa, Monogram, HK Models, etc., the world of model aircraft has seen plenty of choice from which to build one in miniature. Some are absolute classics as well; who can forget the amazing Airfix box art featuring 'A BIT O' LACE', guns blazing, outboard port engine on fire? To this day the image is beguiling as ever and I am sure was the reason that so many of us built that kit!

So here we are in 2020 and HK Models have followed their 1:32 kit with a 1:48 offering that offers a worthy replacement to both the Monogram and Revell kits in that scale. From the images that we have seen the model will build up into a very fine replica of this most enduring of subjects and I am sure that over time we will start to see many made up examples to start to process of inspiration all over again. Certainly I'd like to build one, but how I would finish it, I'm not sure. Who knows, I may even chose to replicate Shep's beautiful diorama - now wouldn't that be something?!

See you next time. ■

Bf 109G-10 Erla
eduard
1/48
ProfiPACK edition
Cat. No. 82164 www.eduard.com

SYH@RT

syhartdecal.fr

Some readers may not be familiar with the name of this French decal producer. They produce stunning sets of decals for many European air force's special schemes, see syhartdecal.fr for their list or Hannants web site. If you have wondered where a model builder has found the decals for a European special scheme, look on the Syhart site. Most schemes are produced in 1:72 and 1:48 with some also produced in 1:144 and 1:32. Tiger Meet aircraft are produced regularly. The man behind the company has designed some of the special schemes so who better to produce the decals for us modellers?

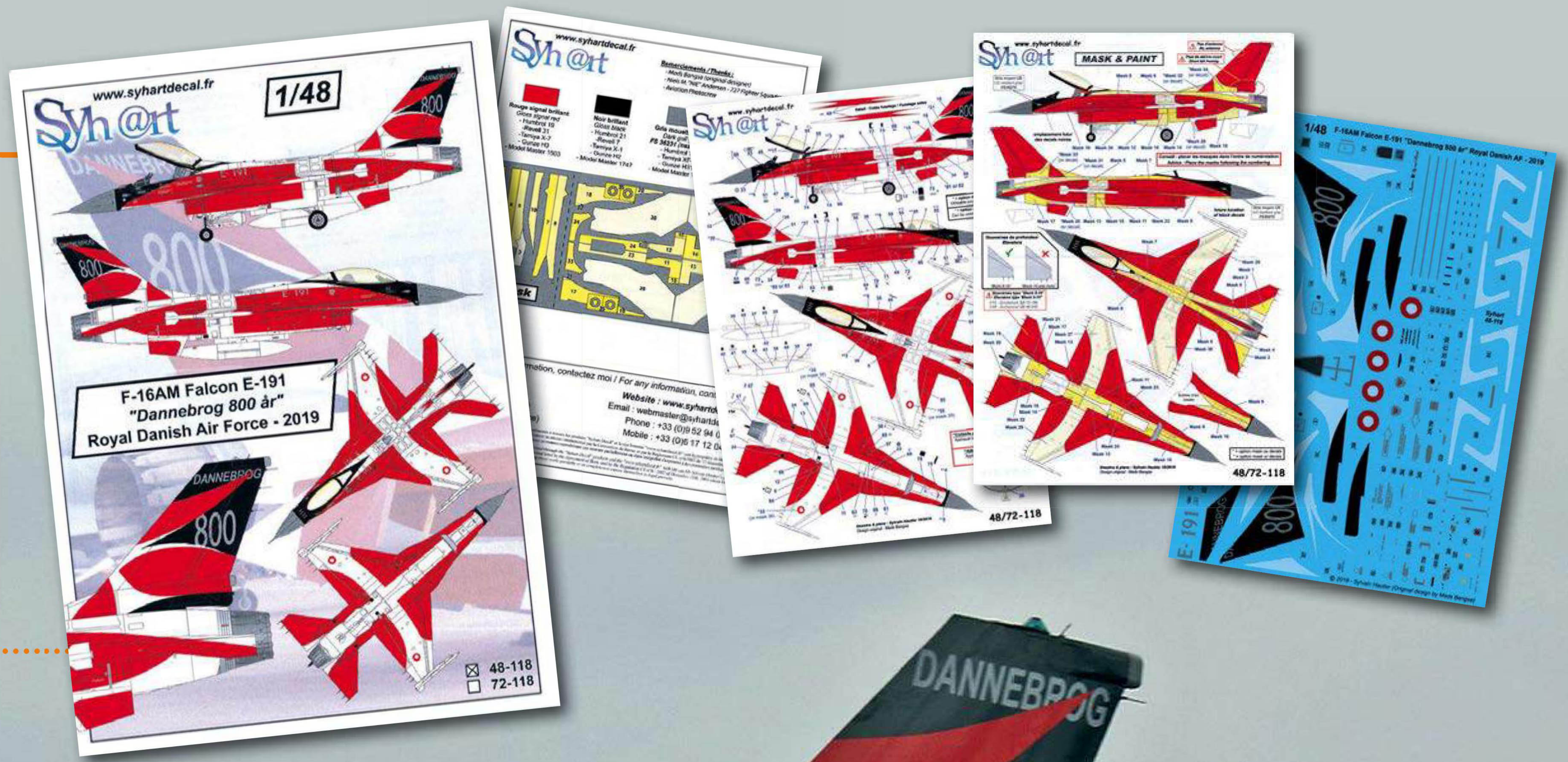
"DANNEBROG 800 ÅR" F-16AM – ROYAL DANISH AIR FORCE 2019 SHEET NO 48-118 AND 72-118)

This Danish F-16AM was one of the stars of the static park at RIAT 2019 last July. The recent release of sets of decals for this aircraft was a very welcome arrival on our desk.

The scheme celebrates the 800th Anniversary of the Danish flag, believed to be the oldest flag design in the world that is still in use in its original form.

The F-16 that this special scheme is applied to, is in itself interesting; E-191 was the first F-16 delivered to the Danish Air Force as an F-16A Block 10 in 1981. The Danish Air Force takes good care of its aircraft as can be seen from this near 40-year old jet. This F-16A has since been updated to F-16AM Block 20 standard. A set of IFF antennas just ahead of the windscreen is an indicator of the update.

Much of the original airframe remains unchanged and this is where a potential problem producing this F-16 may arise. You can see in our photos of this F-16 flying that the tailplanes align with the airbrakes at their trailing edge. The smaller tail planes were soon changed to the larger area items that extend beyond the airbrakes by about a foot. Hasegawa's first 1:48 kit of the F-16A was the best in this scale but even so, it featured the larger tailplanes as does the more recent Kinetic F-16AM. Trimming these to size will be fairly easy but there are a few small mods to do to make a model that matches the F-16AM as seen at Fairford. Looking through Hasegawa's F-16A (Kit V1 from the mid-1980s) and the Thunderbirds version (Kit V2) 95% of what's in the box matches the Danish aircraft. A set of IFF antennae will need to be added and a sideways facing lamp in the nose. You can avoid drilling this out by using the decal of the lamp lens. A small strengthening plate is visible at the front of the tail fin that can be cut from thin plastic card and a set of landing lights have been retrofitted to the nose gear door, otherwise the early Hasegawa kit is fine. A copy of the more recent and much more complicated Kinetic kit provides the tricky IFF antennae for the upper nose



amongst the many parts options. Maybe the lamp in the nose will need to be added but otherwise the Kinetic box provides 99% of what you will need to build the Danish F-16AM. These kits have been around for a while and will need to be hunted for, unless you happen to have one in the stash.

A further 1:48 option, not yet available, is a conversion set from DACO Products. On their website they are showing an injection moulded set of parts to post-date Tamiya's F-16C in order to build any of the early F-16 versions as the original F-16A. The conversion set is in development and no release date or price is shown. By the way, a copy of DACO's F-16 profile book will be useful when building any F-16 kit and shows great detail including those added strengthening plates on the upper fuselage.

At first sight, the Dannebrog scheme looks easy with lots of red and white but a closer look at areas such as the tail fin and around the canopy and nose tell a different story. As well as the decal sheet, in the bag you will find two large sheets of pre-cut masking material to help with spraying the scheme. In some places there is a choice between applying a decal or paint. The red covering much of the airframe is Signal Red that is available from several manufacturers and the nose is painted Dark Gull Grey. Otherwise, standard gloss black and white is all that is needed.

All of the information needed to complete the scheme is shown clearly on the instructions sheet. No doubt a stunning model can be produced from this set. This is an excellent set of decals and comes highly recommended. As mentioned above, have a look at the Syhart web site for more spectacular colour schemes for F-16s, Phantoms, Hornets, Mirages, etc. (Alan Firbank)

DANNEBROG
800
E-191

DANNEBROG
800
E-191

LOCKHEED F-104G STARFIGHTER

PHOTOGRAPHED AND WRITTEN BY SPENCER POLLARD

Within the UK , there are precious few chances to see Starfighters in the flesh, but if you dig around there are examples to enjoy. One of those is the ex-Luftwaffe aircraft that resides at Bruntingthorpe In Leicestershire. Now rather unloved and lacking in features such as an engine, it nevertheless offers the chance to examine this iconic machine in detail and see up close, what made it so special.

Orignally part of the Second World War Aircraft Preservation Society's collection in Lasham, Hampshire, Bruntingthorpe's aircraft originally flew with the Luftwaffe's JbG-34, formerly based in Memmingham, Bavaria - so it is somewhat, well-travelled!

Over the next few pages we bring you some images of the aircraft as seen several years ago during one of Bruntingthorpe's open days. We hope that they prove useful and that you enjoy seeing this aircraft within MAI, as much as we enjoyed seeing it on display.

Though now past its best, Bruntingthorpe's Starfighter still looks very impressive!

Normally, the main undercarriage doors were seen almost fully closed, but a lack of hydraulic pressure has resulted in these ones dropping down as seen here.

Multiple repaints have created a wonderfully haphazard finish on this aircraft, with the major stencil markings being little more that coloured blocks, sans lettering. The familiar numerals and german cross remain though, despite looking rather faded…

A close-up of that drooped undercarriage door. Note rivet detail and faint appearance of rust.

The engine has been removed to reveal the interior of the rear fuselage. Note the simplicity of this bay, the structural members and intricate cable runs. This would be a fun area to replicate.

The underfuselage features a stabilisation fin that includes a a TACAN/IFF (Identification Friend Or Foe) antenna at its aft end. Note the delicate stencils around the rear fuselage.

Metal channelling protects the incredibly sharp leading edge flaps fitted to the aircraft's tiny wings.

Intake detail. Note the gap between the intakes and the fuselage, there to separate turbulent boundary layer air from the intakes.

As with the leading edge, the trailing edge flaps drop down thanks to piano hinges. Note once again, the thickness of the edges in this shot.

Blast tube detail from the opening for the M61 cannon. Note the rivet detail.

Distinctive panels surround the upper and lower wing surfaces. Note the faded paintwork and staining in this area.

A final view of our Starfighter, one of only a handfull to be seen in the UK.

Wheel and tyre detail.

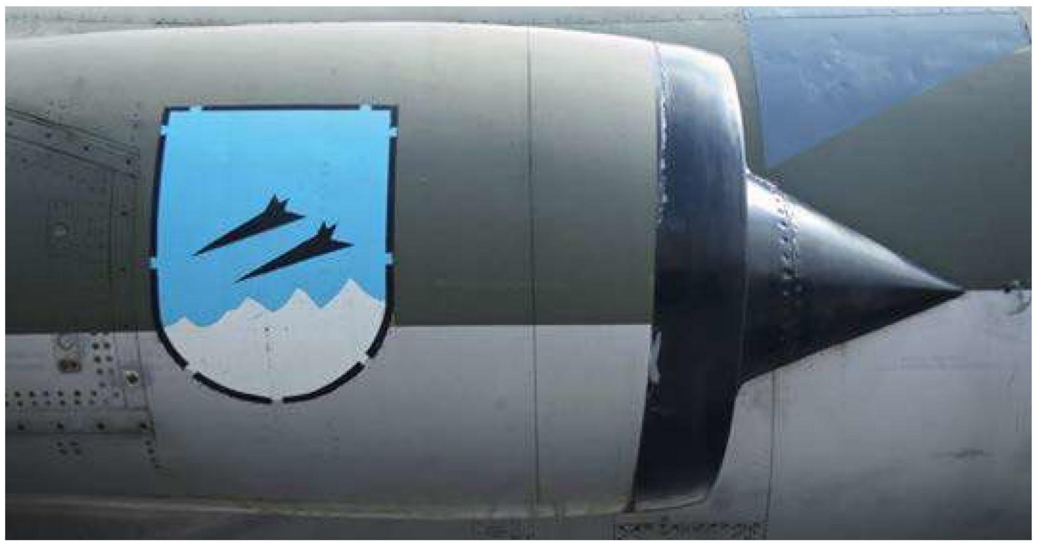
The nose gear leg is a simple affair.

Bruntingthorpe's exhibit is fitted with the Starfighter's familiar wingtip tanks. Note the red navigation light that forms part of the port tank.

All F-104Gs were fitted with a small window in front of the windscreen for the 'Shooting Range' computer that tracked heat for the AIM-9 Sidewinders carried by the fighters. Ground-Attack jets often had it covered to protect it from damage.

Another view of the Starfighter's distinctive intakes.

The centreline pylon was used to carry bombs, bomb dispensers, reconnaissance and travel pods - even a nuclear weapon being carried, should the need arise.



Close-up of JbG-34's distinctive unit badge.

The rear fuselage and tail shows off its faded and worn finish. Lovely!

P-51D Mustang
1/48
block D-10 and higher

Written by Alan Firbank. Full-sized reference shots via Alan Firbank.

EURO DECALS FROM FANTASY PRINTSHOP

www.fantasyprintshop.co.uk

Fantasy Printshop is a regular printer to decal publishers but release decal sheets occasionally under their own Euro Decals banner. We have some more recent additions to their range to show to you this month. Regular readers may recall that we saw the following Tornado special schemes reviewed last year when Euro Decals produced them for 1:32 Tornados. We are still eagerly awaiting that 1:32 Italeri Tornado GR4. Builders of 1:72 and 1:48 Tornados can now build those three special schemes as follows.

PANAVIA TORNADO GR.4/4A PT2 (SHEET NO. ED-48120 AND ED-72120)

- Tornado GR.4 ZA401 with No. 13 Squadron at RAF Marham in 2005. The scheme commemorates the squadron's 90th anniversary. The base scheme is Dark Sea Grey over Camouflage Grey with a spectacular three-colour tail fin. The Yellow central portion of the design is provided on the decal sheet with the Roundel Blue and Satin Green portions to be painted. This will not need any precision spacing as most of the demarcation between the two is behind the decal.
- Tornado GR.4 ZA543 'FF' with No. 15 Squadron in 90th Anniversary markings when based at RAF Lossiemouth in 2005. The base colours at the time were Dark Sea Grey on the upper surfaces with Camouflage Grey undersides. A large fox's head was applied to both sides of the tail fin with Black, White and Green stripes. The Tornado's spine and fin leading edge was painted Satin Black.
- Tornado GR.4 ZG756 'BX' with No 14 Squadron at RAF Lossiemouth in 2005 wearing 90th Anniversary markings. Again, we have a very large decal to apply to the Roundel Blue painted tail fin in the form of a curved White band running from the front tip of the fin to the top corner. The base scheme is again two-tone Grey.

Thanks to Euro Decals for sending their two new Tornado sheets for review.

TRANSFER LIST

XTRADECAL

www.hannants.co.uk

DE HAVILLAND TIGER MOTH PT3 OVERSEAS OPERATORS (SHEET NO. X48207)

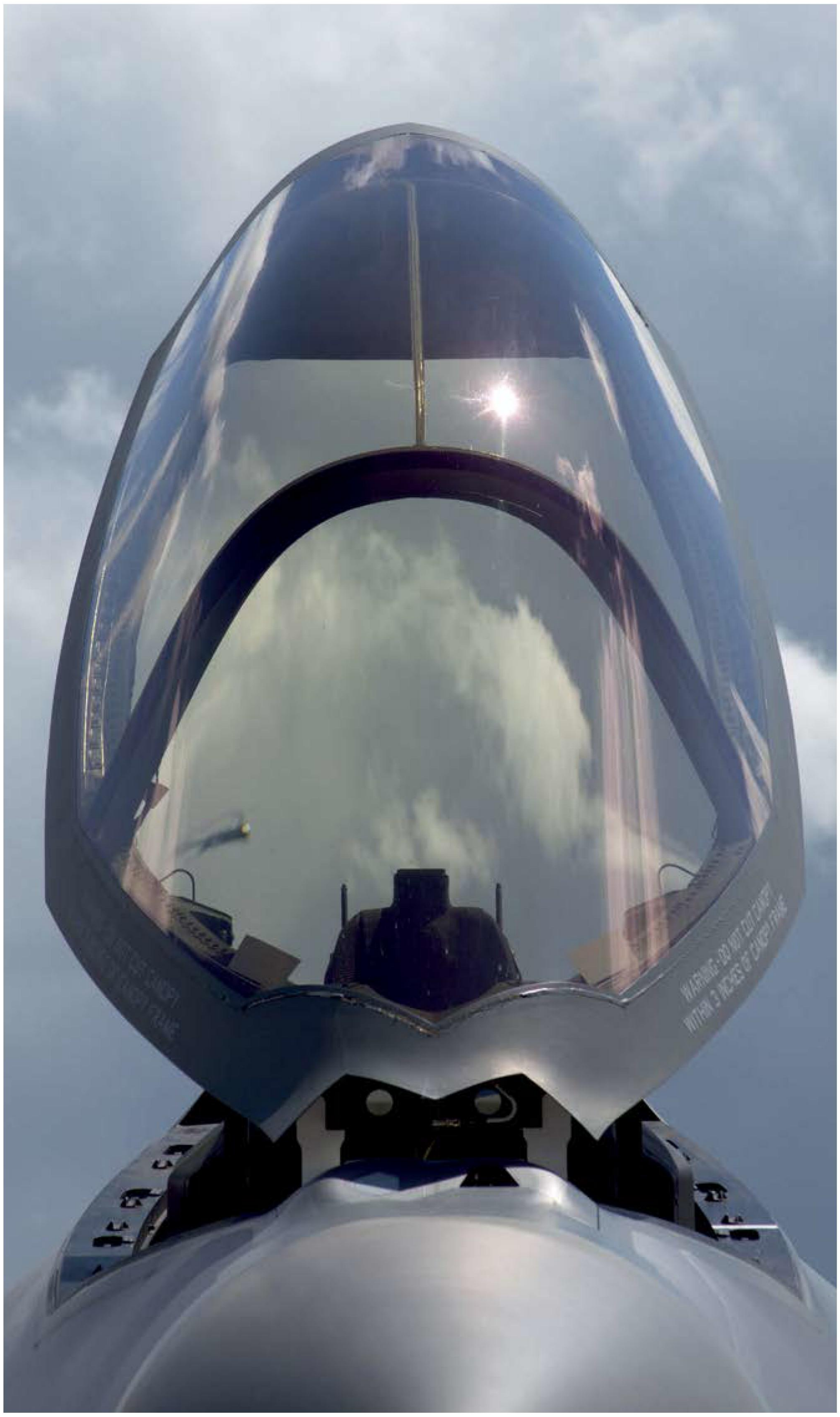
The Tiger Moth was used as a basic trainer in many parts of the world so if you are looking for something different and colourful, this sheet will be just the ticket.

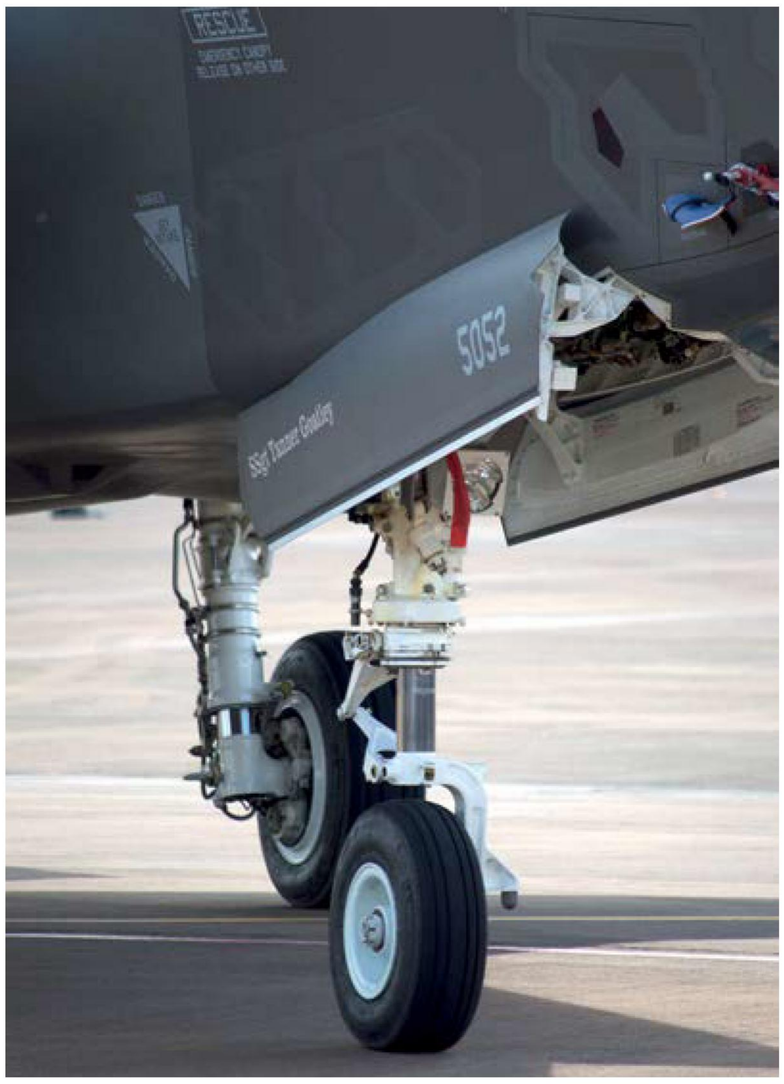
- DH82A DE-832/9 with the French Air Force Pilot's School based at Cognac in France in 1948. The upper surfaces carried a camouflage pattern of Dark Earth and Dark Green with Yellow undersides.
- DH82A '53' with SK.11 Flygvapnet, Swedish Air Force in 1932. The fuselage and wings are split into sections of Yellow and Red with a blue rudder.
- DH82A '107' with the Portuguese Air Force from 1937 to 1940. The fuselage was painted Dark Blue with Yellow wings and tail planes and fin.
- DH82A '2-1-2' with the Brazilian Navy in 1935. The scheme is overall Silver Dope with the Blue, Yellow and Green national colours in roundels on the wings and bands on the rudder.
- DH82A '002/V' based at Valkenburg en De Kooy with the Netherlands Navy in the late 1950s. The scheme is overall Yellow with 002 in large Black figures on the upper and lower wings.
- DH82A 'T-2' with the Belgisch Militaire Vliegwezen/Aviation Militaire Belge at Goetsenhoven, Belgium in the 1950s. The finish is overall Silver Dope with a broad Yellow band around the fuselage.
- DH82A DE745/'Dorothy' with the 353rd Fighter Group USAAF at Goxhill, North Lincolnshire in 1943. A camouflage pattern of Dark Green and Dark Earth was applied to the upper surfaces with Yellow undersides.

Tiger Moths can be seen on many airfields. Old Warden and Duxford are the home to examples that are seen flying often during the summer and some provide pleasure flights.

LOCKHEED MARTIN F-35B LIGHTNING II

WE REMEMBER 2016'S ROYAL INTERNATIONAL AIR TATTOO AND OUR FIRST EXPERIENCE OF SEEING THIS AMAZING, 5TH GENERATION FIGHTER.
PHOTOGRAPHED BY SPENCER POLLARD


WARNING : DO NOT CUT CANOPY
WITHIN 2 INCHES OF CANOPY FRAME


RESCUE
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RESCUE
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DANGER-FAN EXHAUST

REVELL

www.revell.de

A-10C THUNDERBOLT II

Italeri/Materials: IM/Kit No. 03857/Availability: All Good Model Shops/Price: £17.99

If the previous two kits were Italeri rereleases of ESCI kits, this one is a Revell rerelease of an Italeri kit. Confused? Me too…

Italeri's A-10C has always been a neat kit, so it is good to see it appear once more, this time in a Revell box complete with WWII anniversary markings. Moulded in light grey plastic, the kit parts reveal high levels of detail, neatly incised panel lines, tidy cockpit, avionics bay and undercarriage and then a whole raft of whizz bangs that you can hang beneath the aircraft's 11 underwing/underfuselage pylons.

Moulding quality is very high, every part being well defined with zero evidence of flash or moulding imperfections. A cursory glance at the surface of all major components revealed no evidence of sink marks and that, combined with the ultra smooth surface finish and those delicate panel lines and raised surface features, should combine to create a model that looks as pleasing as it is, in scale.

Smaller details are well handled. The cockpit for instance features raised instrument detail as well as decals for that extra touch of finesse, as well as a multipart ACES II ejection seat. Similar points apply to the undercarriage and then the engines, a single-part intake creating a smooth finish often missing when such things are replicated in two halves in similar kits featuring podded engines. Along with what you would expect, it was

There are precious little chances to see the A-10 on British soil these days, so when we arrived at Fairford in 2015 to find two from Davis-Monthan's 354th FS "Bulldogs", we were more than delighted! Here is one of those aircraft, looking immaculate under the hot July sun. (Spencer Pollard)

SAMPLES FOR REVIEW

Please send all items for review to the following address: Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom. Companies in the European Union should also add our VAT number, which is GB 789 7020 84

DOUBLE UGLY AND AIRDOC BOOKS

www.shopofphantoms.com

We have three books to introduce to you this month. Double Ugly is the brand name for excellent and serious books on individual aircraft. They have covered The Harrier and several Phantom types in depth, for example. Books produced under their AirDOC name are all paperbacks and their list concentrates on types connected with the German Air Force. Several are profiles of WWII types and more from the post war years. Some are dedicated to specific aircraft and others to units of the German Air Force such as the two examples reviewed this month from the Modern Luftwaffe Unit History Series.

CANADIAN SILVER STARS - THE CL-30 'T-BIRD' IN CANADIAN AND OVERSEAS SERVICE 1951 - 2005

- By Patrick Martin and Bryan Volstad
- Published by Double Ugly! Books
- Guide Price £35.99
- ISBN 978-3-935687-97-3
- 236pp softback, 297 x 210 mm

The Lockheed T-33 was the most popular western training jet aircraft that came into service in the early 1950s and was used by many air forces well into the 21st century. They were built in large numbers. Compare the 7,000-odd T-33 series with the 700-odd Jet Provost family. The first T-33 flew in 1948 as a stretched version of the Lockheed P-80. At the time, the two-seat version of the P-80 was a Lockheed company project rather than produced to a government specification or order.

This wonderful book begins with telling how the Lockheed P-80 came into being and then how the successful single-seat jet would be transformed into the T-Bird. Experienced pilots who had flown many types would place the T-33 at the top of the list of their favourite flying experiences. One pilot who thoroughly enjoyed his 60-odd hours doing his jet training is long time IPMS member, author, etc, Mike McEvoy. Mike fondly remembers his T-33 flying days in Canada in a half page piece in this book.

As this book is about the Canadian version of the T-33 it concentrates mainly on the RCAF and then Canadian Armed Forces development and use of the CL-30 Silver Star. Looking through the book, it is amazing how a basic fast jet trainer would be put to so many uses. Many add-ons would be trialled and tested before being introduced into service on front line aircraft. CL-30s would be used for weapons training, photo reconnaissance, target towing, ejection seat testing, electronic support and training, etc as well as pilot training.

A derelict Greek Silver Star in the dump behind the Greek Air Force Museum near Athens as seen in May 2017. (Alan Firbank)

As well as the great reading, collecting such a large and diverse number of photos is a great achievement. With a large number of photos of Canadian aircraft, a good number of Silver Stars used by other air forces are also shown. Greece, Turkey, France and Portugal used the CL-30 in Europe. When the Canadian Air Force were active in Europe, their Silver Stars would be regular visitors to UK air shows. Most Canadian Air Force bases would have at least one Silver Star present to perform a wide variety of general tasks.

The book covers the CL-30's service with the RCAF, the units that operated the type, colours and markings (all colours of the rainbow), technical details of the aircraft, etc. Appendices at the end of the book fill almost half of the book with history and facts and figures. The authors have even managed to list the use and fate of just about all of the CL-30s used in Canada. We can't imagine how many hours went into compiling the lists. Seven pages at the back of the book show colour profiles of many of the schemes carried by Canadian CL-30s along with examples of export customer's colours.

There is little doubt that the T-33 family is popular with modellers. A new batch of the Academy kit sold out in a day on Hannant's web site recently. Several manufacturers have kits in their catalogue in a variety of scales. Kit builders will find this book very useful but probably left wondering about which finish to choose. This book is another that leaves us marvelling at the amount of work that must have gone into the research and writing. As usual with Double Ugly, the standard of production is the highest. Another excellent piece of work from this German publisher.

A lovely natural metal USAF T-33 as part of the static line at the Middleton St George Battle of Britain Day in September 1963. (Alan Firbank)

TAKTLWG 73 "STEINHOFF" JG 73 - JABOG 42 - LEKG42 (TEIL 1: 1959 - 1975)

- By Daniel Kehl
- Published by AirDOC
- Guide Price £15.50
- ISBN 978-3-935687-23-2
- 64pp softback, 297 x 210 mm

In common with other AirDOC titles that we have seen, this book is produced with German and English text in both the copy and the captions. JG 73 was activated as a day fighter wing in April 1959. Although WWII was 14 years in the past, several of the senior pilots of this and other 'new' Luftwaffe units were pilots who had served in the war, some with lengthy lists of victories in their logbooks.

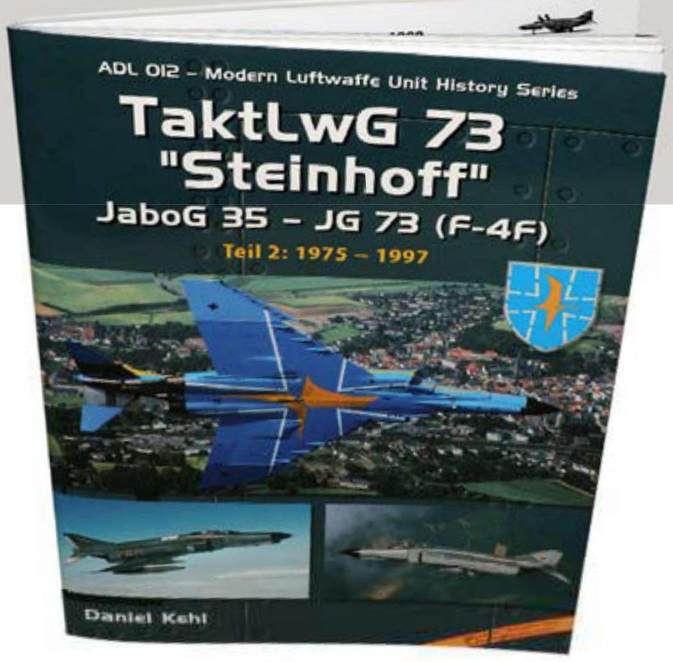
The first few pages of the book are dedicated to telling how the units were established, their personnel and locations. Most of the location names are familiar as Luftwaffe bases used during WWII and are all of course located in what was West Germany. This book is split into two sections, the period from establishment to June 1966 when the F-86 Sabre was used and then from 1966 until 1975 when the Fiat G.91 was their aircraft.

About 20 pages are devoted to photos from the unit's Sabre flying days. While most of the photos are of their aircraft, we see some of airfields, equipment and personnel. Most of the photos are in colour with a few black and white. Some interesting photos of other types arrear amongst the Sabres and the Sabres are shown in different schemes. All good for those who may choose a German Sabre for a modelling project.

The second half of the book tells of the time when the Italian G.91 R.3s were used. Eight pages of copy tell of the change from a day fighter role to the reconnaissance role performed in the R.3s and of the 12 years of operating the Gina prior to the change to the F-4F Phantom in 1975. Following the pages of text, the remainder of the book is covered with photos of G.91 operations. All will be good to help with a G.91 build. The Gina could do with more attention from kit manufacturers. Meng released two versions in 1:72 not long ago but builders of 1:48 kits will have to look hard to find an ancient kit.

The superb Blue and Gold scheme applied to remember the end of Luftwaffe Phantom operations in June 2013. (Alan Firbank)

IN PRINT



TAKTLWG 73 "STEINHOFF" JG 73 - JABOG 35 - JG 73 (F-4F) (TEIL 2: 1975 - 1997)

- By Daniel Kehl
- Published by AirDOC
- Guide Price £15.50
- ISBN 978-3-935687-24-9
- 68pp softback, 297 x 210 mm

Volume 2 continues the story of JG 73 and the pagination of this part continues from volume 1 with page 65being the first one in the book. The unit moves on to the Mighty Phantom. That must have been quite a leap for all concerned, swapping the G.91 for the F-4F. The book continues with pages of text that describe the history of F-4F operations with many pages of superb Phantom photos. The complexity of the swap from the old 'Gina' to the F-4F is described in the text and a very readable manner.

We see how the Luftwaffe's Phantom colour schemes evolved from the original Grey and Green splinter camouflage schemes to the final two versions of Grey. During this time, the Luftwaffe would be in receipt of the types used by the East German Air Force and we see some photos of MiG 29s, etc in their new reunited Germany markings.

At the end of the book, there are several photos of the unit's official and unofficial 'Fly Out' schemes applied to 38+01. This marked the move of the Phantoms from Pferdsfeld to Laage Air Base in 1997. F-4F 38+01 received official but low-key additions to the Grey camouflage to commemorate the move. Squadron personnel felt that something more spectacular would be more appropriate so 38+01 received a coat of overall satin black paint, bought from a local hardware store. The work was carried out by a large team of painters during the night. It can be seen that the 'rebels' were right and a much-improved Phantom Fly Out scheme emerged the following morning. Later it would be found that the paint used was excellent and stuck firmly to the original camouflage and proved time consuming and expensive to remove.

This an excellent pair of books giving us an informative and entertaining look at JG 73 operations and aircraft from the 1950s until almost the end of the 1990s. Thanks to AirDOC/Double Ugly for sending us their recent additions to their range for review. Bookworldws/Avid Reader stock these titles and they are also listed on Hannants web site. (Alan Firbank)

F-4F Phantom 38+10 looking splendid in the original Luftwaffe Phantom splinter camouflage scheme at the Phantom finale held at Wittmundhafen Air Base in June 2013. (Alan Firbank)

A Grey-camouflaged F-4F at the Phantom finale event at Wittmund in June 2013 with markings to celebrate 45 years of operations in the Schortens area of North West Germany. (Alan Firbank)

DASSAULT SUPER MYSTÈRE B2

PHOTOGRAPHED BY MARCUS JELLYMAN

IF YOU WANT TO ADD DETAIL TO YOUR MYSTÈRE KIT, YOU'LL NEED PLENTY OF REFERENCE SHOTS TO HAND. OVER THE NEXT FEW PAGES, WE SUPPLY YOU WITH JUST THAT...

Classic French jets are few and far between in the UK, so imagine our delight at being able to examine a Super Mystère B2 No.53/5-OF that's preserved at the Musée Aeronautique d'Orange! The aircraft is in the colours of Escadron de Chasse 2/5 'île de France' based at nearby BA115 Orange Caritat.

By way of a little history, EC 2/5 carries on the traditions of a fighter squadron created by Charles de Gaulle on October 20, 1941 as 340 (Free French) Squadron of the Royal Air Force. The success of this squadron during World War II earned it numerous awards and citations.

The squadron was integrated into the 5th Wing in July 1947 and equipped with Bell P-63 Kingcobra. From July 1949 to January 1951, it returned to combat when deployed during the Indochina War.

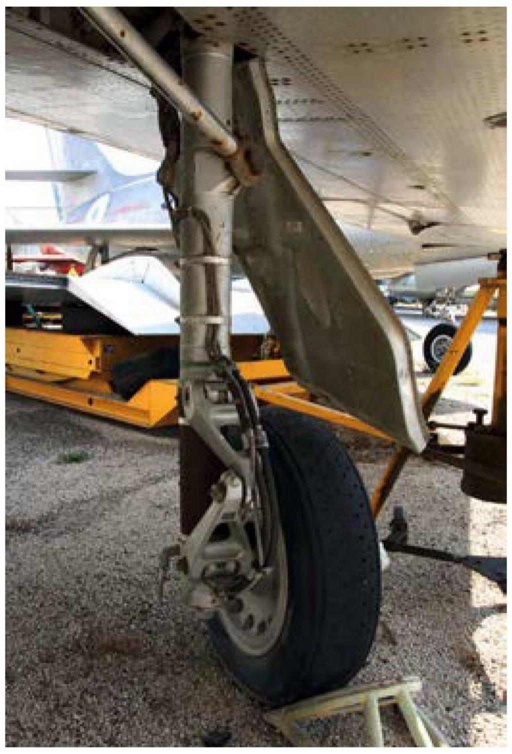
In March 1951, the unit was redesignated Fighter Squadron 2/5 île-de-France and it moved to Air Base 115 Orange-Caritat and transitioned to the de Havilland Vampire. At this point the unit's history closely follows that of the other squadron based in Orange, EC 1/5 Vendée. Both units received the same aircraft types a few months apart and were assigned to the same operational deployments one after the other. In September 1992, EC 2/5 île-de-France earned the distinction of being the first unit of the French Air Force to be deployed in Saudi Arabia to enforce the no-fly zone imposed in Iraq. It has participated in similar operations in Bosnia.

Since 1997, EC 2/5 île-de-France is responsible for training and operational transformation of all Mirage 2000 pilots, though its main mission remains air defence. For this, it is equipped with 17 two-seat Mirage 2000B and 7 single-seat Mirage 2000C fighter aircraft. (Wikipedia)

The Musée Aeronautique d'Orange's Super Mystère B2 basks in the French sunshine.

There to protect the aircraft's important internals from unwanted visitors, this red intake blank would be a nice addition to the kit. Note also the red covers over the ends of the twin pitot tubes under the nose.

The nosegear leg is a neat and tidy affair that features see odd design flourishes such as the scissor link that's fixed at 90º to the wheel. Note detail on inner surface of the door.



Main undercarriage detail. Brake cables could be easily added to the kit's legs with fine wire, the improvement in appearance being substantial.

The distinctive sky-blue arrow head seems to be saying "and here's the intake…". Note how the flash goes over the stencilling this shot, rather than under it as on the editor's model.

Code letters and stencils vie for attention on the unpainted, metal surfaces of the nose.

All of the stencils in this shot are beautifully recreated on the kit's decal sheet, even the red light being offered as an individual design.

How wonderfully 1950s! Surely, every aircraft deserves to be names in this way?!

A dull metal finish and very faded markings, make this a really pleasing study for modellers looking to build something a little different from Azur/FFROM's 1:72 kit.

The famous badge of Escadron de Chasse 2/5 'île de France' can just about be seen on the tail of this classic French aircraft.

This preserved aircraft would certainly be a fun project in miniature, the weathered metal finish being a challenging aspect of its completion. You could even cut down on the time needed to complete it, by covering over the cockpit and blanking-off the intake…

WRITTEN AND PHOTOGRAPHED BY ROBIN POWELL

DASSAULT SUPER MYSTÈRE B2

This aircraft is the gate guardian for the now-closed Base Aerienne 103 at Cambrai-Épinoy in northern France. EC 2/12 "Cournouaille" flew the SMB2 from there from 1959 to 1979 before moving on to the Mirage F1. The base was named after René Mouchotte, who escaped Vichy France to fly with the RAF, rose to command 65 and then 341 Squadrons (Groupe de Chasse 3/2 "Alsace") and died in combat over La Manche in 1943. He features in the first chapters of Pierre Clostermann's book "The Big Show" which I'd recommend if you haven't read it…

TIGER MOTH

Spencer Pollard takes a detailed look at the brand-new Airfix 1:48 kit…

eduard
Wine, Women & Song
1/72
295752
29
Wine Women & Song
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CAPTAIN TOM 100TH BIRTHDAY FLY PAST

To celebrate the 100th birthday of Captain Tom Moore and his fundraising achievements for the NHS, a flypast was organised by the Battle of Britain Memorial Flight, based at Royal Air Force Coningsby, Lincolnshire.

The fly over consisted of two aircraft, a Hurricane, flown by Squadron Leader Mark 'Disco' Discombe and a Spitfire, flown by Flight Lieutenant Andy Preece. They took off from RAF Coningsby early Thursday morning, 30 April, and reached Captain Moore's home in Bedfordshire, before returning back to base.

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COVID-19 TEMPORARY MEASURES

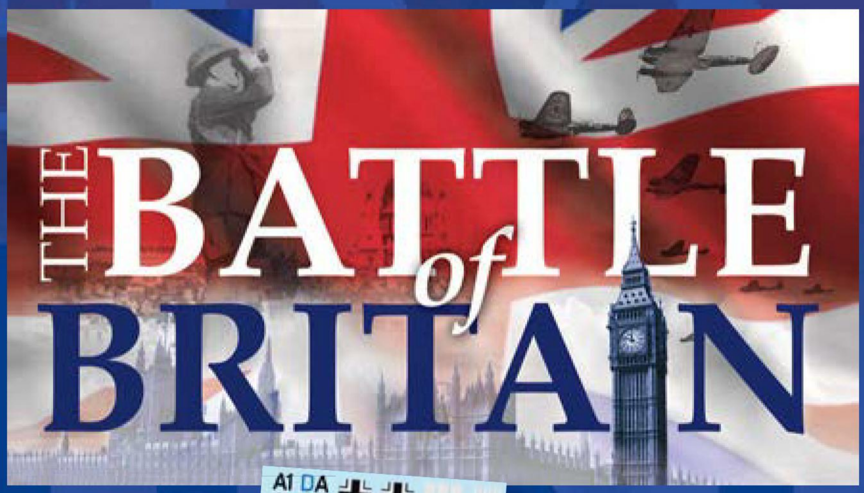
You might have noticed a few changes in this month's Model Airplane International magazine.

I have temporarily stepped into Spencer Pollard's MAI Editor's role while he is on furlough during lockdown in the UK.

We've also reduced the number of pages in this issue, largely because samples have slowed to a trickle.

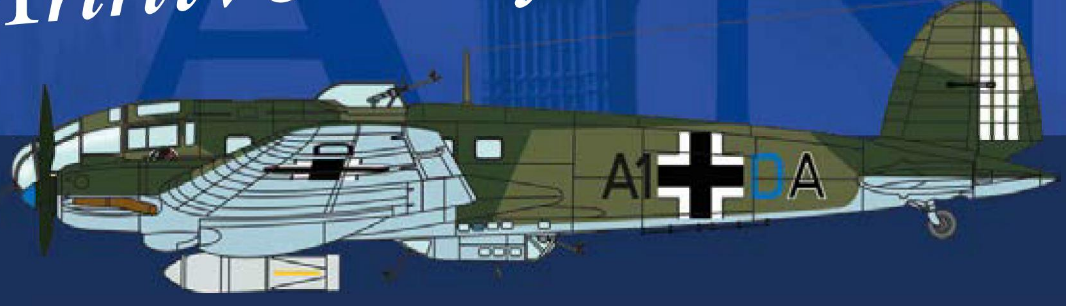
However, we have still packed this issue of MAI with five new full build articles, and will continue to offer you plenty of COVID-19 modelling inspiration until the end of isolation and beyond!

Brett Green



80th Anniversary

ITALERI



HEINKEL He-111 (1436) - 1:48

Item 1436 is the Heinkel He-111 H in 1:72 scale, the Luftwaffe's most important medium twin-engine bomber. This enhanced detail version includes two additional sprues of armaments (bombs and machine guns) and a new decal sheet for 5 versions, 3 of which featured in the Battle of Britain. Item 1436 has approx. 120 pcs to assemble assuring a precise and highly detailed model.

The medium range bomber the Heinkel He-111 formed the backbone of the Luftwaffe bomber squadrons during the early stages of the Second World War. It was twin-engined like many other aircraft of the period, but was also an innovative aircraft in its use of all metal frames. Largely due to its two Jumo 211 engines it was able to reach a maximum speed of 440 km / h and could carry up to 2,000 kg of bombs in its internal loading bay. Easy to identify due to the distinctive fully glazed nose and the wing and rudders profiles, the He-111 was extensively used during the Battle of Britain in 1940. It's key role was daytime and nighttime bombing raids on major cities and industrial areas. During the conflict it was constantly improved and upgraded but had become obsolete by the conclusion of the war.

HURRICANE Mk.I BoB 80th Anniversary (2802) - 1:72

This kit in 1:48 scale is one of the best of this category thanks to the high level of details: it includes the reproduction of the Merlin motor and can even be assembled with removable motor panels in order to show it. Item 2802 is composed of approx 115 plastic parts, of which 11 are in .transparent plastic, and a photo etched sheet with 8 parts.

The Hawker Hurricane has been the most widely used fighter by the British Royal Air Force at the beginning of World War II. The Hurricane was powered by a Rolls-Royce Merlin 12-cylinders, liquid-cooled, with more than 1,000 HP that could lead to a speed above 500 km/h. The eight 7.7 mm Browning machine guns, which equipped it, guaranteed a good firepower. Although it was slower and more antiquated, for aerodynamic design, than the famous "colleague" with whom it shared the operational engagement during the Battle of Britain, however, was more robust, cheaper and easier to maintain and repair. It contributed significantly to the victory of the RAF during the Battle of Britain, but during the war, it was gradually given the role of front-line fighter to the more modern Spitfire.

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VE DAY 75: SECOND WORLD WAR VETERANS SALUTED BY LAND, AIR AND SEA

On the 6 May, ahead of national celebrations marking the 75th anniversary of Victory in Europe Day, personnel from all three Services came together on the White Cliffs of Dover in Kent, to display their gratitude to the Second World War Generation.

A Lone Piper, Pipe Major Andy Reid, from the 1st Battalion Scots Guards played 'When the battle's O'er' whilst two Spitfires from the Royal Air Force Battle of Britain Memorial Flight performed a flypast overhead.

HMS Severn, a Royal Navy Offshore Patrol Vessel, was positioned off the coast of Dover during the flypast.

Second World War veterans, and the public, watched the spectacular flypast of the two Spitfires on BBC One after the national two-minute silence at 11am on the 8 May.

The Spitfires, piloted by current serving RAF officers, were both operational during the Second World War.

Spitfire Mk Vb AB910, flown by Flight Lieutenant Andy Preece, flew 143 operational missions in a remarkable wartime history that spanned almost 3 years from August 1941 to July 1944. The aircraft provided air support for the D-Day landings in June 1944 and is now painted in the colour scheme of a 64 Squadron Spitfire at the time of 'D-Day,' with full invasion stripes.

Spitfire Mk IIa P7350, flown by Squadron Leader Mark Discombe was built in 1940 and flew on operations from 1940 until 1942, it is the only remaining airworthy Spitfire that flew in the Battle of Britain. The aircraft was selected to fly in the WW2 movie 'Battle of Britain' (released in 1969) and is displayed in a scheme that reflects the Spitfires' finest hour during the Battle of Britain.

Flight Lieutenant Andy Preece said:
"It is the ultimate honour and privilege to be flying such an iconic aircraft to commemorate the 75th anniversary of VE Day. As a current serving RAF officer, I'm continually inspired by the service and bravery of those that served before me."

Pipe Major Andy Reid, 1st Battalion Scots Guards said:
"It's crucial that we and the whole nation remember, particularly at this time of crisis. I along with the other guys back in camo are on standby to deploy as part of the Military's COVID Support Force, but on the day (VE75 Fri 8th May) if I'm not tasked, I'll be playing outside the Battalion Headquarters back in Mons Barracks, Aldershot.

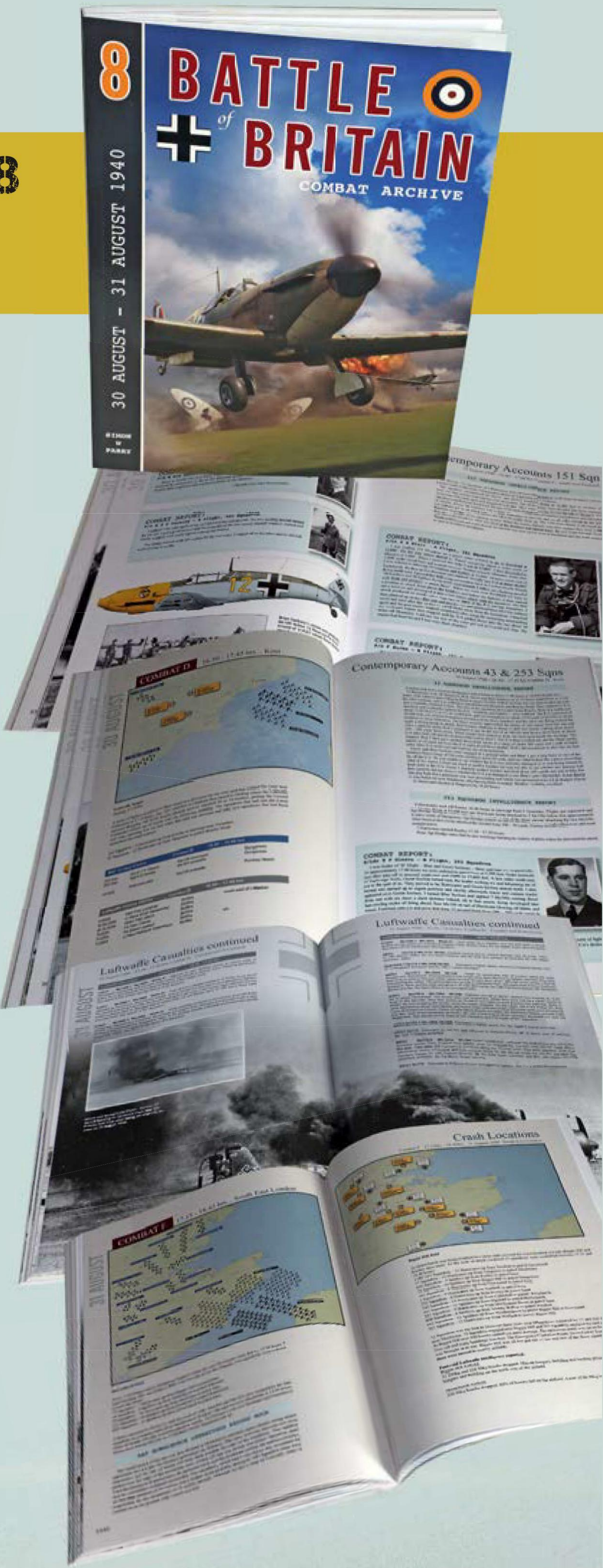
"Ordinarily we'd be moving into our busiest time of the ceremonial year with big events like the Trooping of the Colour, but of course this year it's all had to be cancelled; probably the first time since the end of the Second World War. I've only ever been to Dover before to catch ferries, so this is quite special. It's great to be able to represent my regiment and play my part in the national commemoration of such an important event."

Armed Forces personnel, both in the UK and deployed overseas led the nation this VE Day in saying thank you to Second World War veterans.

Meanwhile, Royal Navy personnel from RFA Argus, currently deployed in the Caribbean, showed their support by spelling out '75' on the deck of the ship.

BATTLE OF BRITAIN COMBAT ARCHIVE NO. 8 (30 AUGUST - 31 AUGUST 1940)

wingleader.co.uk



- By Simon W Parry
- Published by Red Kite/Wingleader
- Guide Price £25
- ISBN: 978-1-906592-64-6
- 127pp, softback, 297 x 210mm

We introduced this excellent history of the Battle of Britain series to readers back in our October 2019 issue where we reviewed Numbers 6 and 7 and now Number 8 has just arrived. The fact the No. 7 was a thinner volume now makes sense. This new book covers just two days of the Battle, the last two days of August 1940 when the Luftwaffe was making an all-out effort to finally cripple the Royal Air Force. Splitting the days between volumes would not work. Again, the page numbering in No. 8 are a continuation from the end of No. 7.

The Battle of Britain Combat Archive begins on the 10th July 1940, Volume 1 reports on the days from 10th July to 22nd July. Volume 2 is from 23rd July to the 8th August. Volume 1 begins on page one, then the page numbering continues from book to book. Red Kite is planning on the complete history of the Battle of Britain to be told over 12 books.

As the years have passed, so more information has become available and therefore a more complete account of what took place on each day can now be told. A superb piece of artwork showing a mid-air collision between two Bf 109s begins the pages covering the 30th August. The day is described as 'Breaking Point' with 1,054 RAF Fighters flying 208 patrols before the end of the day. We first see a double page spread showing the situation on the RAF's plotter's tables at 11 am with 150 German aircraft coming over the English Channel and five RAF squadrons being sent up to meet the attackers. RAF stations in the south east were the targets for the bombers with their fighter escorts. A full page is needed to list the German casualties from that 11 am raid with about 30 RAF aircraft lost during the battle. Several pages follow with Squadron Intelligence Reports and pilots' own Combat Reports. Many of the reports have photos of the pilots concerned and there are photos of aircraft and aircraft crash sites.

As the action was taking place in a limited area some pilots would visit the crash sites of aircraft they had shot down. Pilots on both sides would parachute from stricken aircraft. RAF pilots would return to base and often be flying again the following day, but Luftwaffe pilots would become POWs. Those injured from both sides would be treated in hospital.

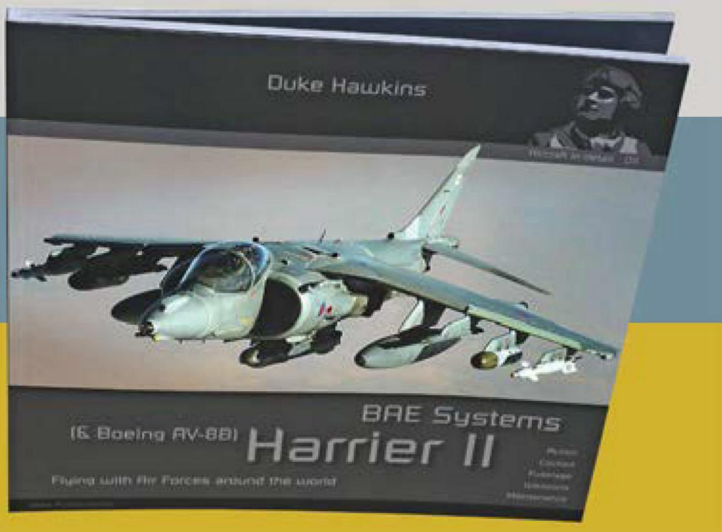
The Luftwaffe would launch another huge attack at 16.00 hrs on the afternoon of the 30 August. This time their targets were RAF stations to the north of the River Thames. No. 242 Squadron at Duxford was one sent up to intercept the raiders. A combat report by Sqn. Ldr. Douglas Bader from the action occupies a full page where he describes shooting down a pair of Bf 110s. Three smaller scale Luftwaffe attacks would take place before the end of the day and German bombers would again visit Liverpool, Manchester, Derby and London during the night.

Action on the 31 August follows the same pattern with 1,016 RAF Fighters taking part in 192 patrols. This section commences with spectacular artwork showing Spitfires taking off during an attack on their airfield at Hornchurch, a repeat of the cover illustration. It shows Spitfires being blown up as they attempt to take off. One of the pilots was the famous ace, Al Deere whose wing was blown off by the blast. He was pulled from the wreckage by Eric Edshall whose Spitfire was also destroyed while attempting to take off. Before the end of that last day in August 1940, the RAF would repel five major and one small raid. The pilot's accounts of their part in the action makes amazing reading. The author, Simon W Parry and his team have produced another fascinating addition to the series. Each volume is packed with very good photos, colour maps and the occasional profile of participating aircraft from both sides of the fight.

This series of books comes with the highest recommendation. Those who have not seen these books so far can order the earlier issues from the wingleader.co.uk web site or from Avid Reader/bookworldws.co.uk who are the UK distributor of the Red Kite range.

If you are interested in this short period of WWII, one look at a copy and you could be hooked.

Spitfire Mk.IIa at RIAT Fairford, 2015. This is the Battle of Britain's 'Baby' Spitfire, still flying 80 years after taking part in the Battle of Britain.



BAE SYSTEMS (& BOEING AV-8B) HARRIER II (AIRCRAFT IN DETAIL 011)

- By Duke Hawkins
- Published by H.M.H. Publications
- Guide Price £25.00
- ISBN: 978-2-931083-00-0
- 136pp softback, 240 x 240mm

It came as such a shock when the Ministry of Defence announced the retirement of the RAF's Harriers at fairly short notice. Several of the aircraft were painted in special schemes for the retirement ceremony at RAF Cottesmore in December 2010. While the Harriers have gone from RAF service there are still several air forces around the world using them today. It was great to see the pair of Spanish Navy Harrier IIs displayed at RIAT 2019. Harriers are popular subjects with modern jet modellers with some good kits available in a wide variety of scales and great built examples on tables at model shows.

Later version Harriers are the subject of one of a pair of Duke Hawkins' latest aircraft profiles that we have for review this month. Whether you are a modeller or just love the aircraft, this is a great book to add to your reference bookshelf.

The Aircraft in Detail series was off to a promising start with the release of a volume on the Jaguar then one on the F-16. That high standard set at the beginning is continued in this book. The quality of the photographs is first class and the quality printing do the photos justice.

We see the various types of Harrier II at the beginning of the book before getting into the fine detail. As usual, the book is broken down into sections taking a close look at the aircraft, logically beginning with the nose. Different nations have different equipment in the nose and these are clearly shown in close up.

Next the camera moves aft to the inflight refuelling probe, cockpit area and air intakes. Then to the auxiliary air intake doors and forward cold jet nozzles. Good photos of the rear pair of hot jet pipes are not so easy to find but these are just what we need. The rest of the detail airframe photos of the RAF's Harrier are all ideal and this section ends with good photos of the RAF's two seat T.10 and T.12.

A good section of the book then takes a close look at the Harriers operated by the US Marine Corps. These too are being replaced by the F-35. At least the USMC have waited for a replacement to be available before retiring their Harrier squadrons. Much of the rest of the book follows the Harriers into maintenance hangars where we see cockpit interiors, seats, undercarriage legs and bays, engines and opened maintenance hatches. A section takes a close look at Harrier weapon fits and long-range tanks with different air forces. Amongst all of these there are always the great flying and ground shots of Harrier operations.

This is a great book for the Harrier enthusiast and great value at less than the price of most 1:48 Harrier kits.

RAF Harrier GR.9 ZG858 in No. 4 Squadron colours displays at RIAT Fairford for the final time in July 2010.

One of a pair of Spanish Navy EAV-8B Harrier IIs that displayed at RIAT Fairford in July 2019.

MiG-31 FOXHOUND - FLYING WITH THE RUSSIAN AIR FORCE (AIRCRAFT IN DETAIL 012)

- By Duke Hawkins with Kirill Mushak
- Published by H.M.H. Publications
- Guide Price £22.00
- ISBN: 978-2-931083-01-7
- 112pp softback, 240 x 240mm

IMAGES: 26-32 (or whatever fits)

This is the second Aircraft in Detail book featuring a Russian aircraft, the first being the MiG 29 Fulcrum. While we would think that access to the fairly common MiG 29 series would be relatively easy, we suspect that getting access to the Russian MiG-31 is an entirely different ask. For all that, all aspects of the big MiG are covered in detail similar to the Harrier book, also reviewed this month. This big aircraft has also caught the imagination of model producers and model builders with some excellent kits available in 1:72 and 1:48 scales. A model MiG-31 out of a 1:48 kit box takes up quite a lot of space on a club table.

The general layout of the book follows the pattern of the Harrier book. We look at the aircraft beginning at the nose and working back to the tail. We see good reference photos of those awkward places such as the lower fuselage and undercarriage bays. There is no shortage of close up shots of these areas that will be ideal when looking for colour and markings details in these places. One area covered surprisingly well is the cockpit interiors with several pages of detail photos. We can see how the seats look when inside and outside the plane. There are some useful photos looking down the intakes and jet pipes and several of opened inspection and maintenance panels. All that you could possibly need to help with a build of a kit.

The icing on an excellent cake is the many photos of the MiG-31 in flight with some great air-to-air photos as well as the ground operations shots. All of the photos come with informative captions supported by background text.

This a great book and a rare close up look at the Russian's big jet. Well done to those that pulled-off the photos in the book especially those who must have been out in some toe-numbing low temperatures. We are deeply impressed by this profile.

Thanks to Avid Reader/Bookworld Wholesale for supplying the Red Kite and Duke Hawkins books for review this month. Check their web site bookworld-ws.co.uk for availability and ordering.

TIGER MOTH FLIGHT

THE EDITOR TAKES FLIGHT IN A VINTAGE TIGER MOTH OVER QUEENSLAND'S GOLD COAST IN 2004

The forecast said rain for Sunday. Surely not. This was Queensland – beautiful one day, perfect the next, according to the publicity. However, an hour of "liquid sunshine" on Sunday morning would be enough to ruin our plans for a two-plane formation flight.

In 2000, during a previous Queensland family holiday, I happened to stumble upon an airstrip offering joy flights in a Tiger Moth. On that occasion I did not even bring a camera. I hastily requisitioned my daughter's disposable camera to take a few snapshots of the flight, but I was determined to take this flight again in the future, and to be better prepared when I did!

Four years later, with the threat of cooler weather looming, our family once again decided to hit the beaches and the theme parks on Australia's Gold Coast. This time we were being joined for a few days by another family, including an old school chum that I have known for more than 30 years. Seemed like a good opportunity to introduce Clarkie to the joys of open cockpit flying.

With two of us flying there was also the potential for air to air photography. I have photographed a lot of aircraft, but none whilst airborne. By happy coincidence I had also bought a new digital SLR camera less than a week beforehand.

As morning broke on Sunday, the weather forecast proved to be wrong.

A Tiger Moth banked and dropped low over our rental car as we turned onto the rough dirt road approaching the hangar. Parallel with our car, the silver biplane touched down smoothly. We matched its slowing pace, side by side, on the short drive to the car park.

"Sophisticated operation", quipped Clarkie. The airstrip comprised a couple of hundred metres of compressed sandy dirt. The hangar was a simple galvanised metal shed. However, these basic facilities were more than adequate for the tough, reliable little Tiger Moth. Besides, if you muted the sound of the nearby Freeway and turned your head to disregard the encroaching red-tiled rooves of new residential estates, you could easily imagine that you were on a 1940s airfield hewn from the Australian bush.

After being efficiently checked in by the helpful staff at 'Tiger Moth Joy Rides', we were handed our leather flying helmets and shown to our aircraft. "Don't walk on anything painted silver", my pilot, Peter, advised me when stepping up onto the wing. "When you're on the wing, grab the struts, step on the seat and ease yourself down".

Peter strapped me into the five-point harness then turned over the Gipsy Major engine. Having recently sat in the cockpit of a P-40N Kittyhawk I was struck by how small the Tiger Moth really was. In the cramped confines of the front office - with the instruments almost at the tip of your nose and surrounded by struts and rigging cables - the sights, smells and sounds evoke a different era.

Without ceremony the little Tiger Moth swung around to taxi to the end of the dirt runway then, without pausing, swung back for its take-off run. Peter opened the throttle. The tail lifted within seconds and the biplane effortlessly took to the air.

Our Tiger Moth climbed then circled to rendezvous with the second aircraft. We continued on to the coast at 1,500 feet, with the two planes regularly changing position.

On crossing the coast, the planes dipped their noses and descended to 500 feet over the clear blue water. The flight along the beach was spectacular with sunshine above, imposing clouds ahead, the Pacific Ocean below and the hotels of Surfers Paradise

Clear prop!

Taxiing to the end of the sandy airstrip.

slipping past to our side.

The mid-point of our 25 minute flight was marked by a 180° turn over the water.

The remaining 15 minutes was spent admiring the views of familiar landmarks from this unfamiliar perspective. When the theme parks appeared below us I realised that we were close to the end of the flight.

Peter pushed the stick forward for a fairly steep descent. The sandy airstrip was clearly visible out the port side of the cockpit as a broad scar in the bush. As he had done earlier that morning over our rental car, Peter banked, straightened then cut the revs for a perfect three-point landing.

If you love aeroplanes and you have never experienced the wind in the wires, you really should do yourself a favour. In contrast to the brute force of powerful jet engines defying physics, these simple frames covered in fabric seem to work with nature. Whilst airborne I was acutely aware of the comforting drone of the engine, the sunshine, the movement of the aircraft on the currents of air - a truly unforgettable experience.

If you are planning a holiday on Queensland's Gold Coast, this is one ride not to miss.

Clarkie on the front seat and the air conditioning on!

Air to Air Photography

I just loved my first experience of air-to-air photography, although initially it was a little trickier than expected. Keeping the subject anywhere in the viewfinder was a mild challenge with both planes constantly shifting in relation to each other - vertically and horizontally - occasional turbulence and the frequent opportunity to bump elbows when brandishing 1.5 kilograms of camera around the cockpit.

For air-to-air photography, the digital SLR has several distinct advantages over conventional digital cameras. The most important is that the digital SLR has no discernible shutter delay - when you push the shutter button the camera takes the photo instantaneously. A delay of even a fraction of a second is likely to be disastrous in air-to-air photography, as your subject may have moved entirely out of the frame by the time the shutter is actually released. ■

Flying low over Surfer's Paradise.

TAIFUN AT WANAKA

THE EDITOR SHARES PHOTOS OF A FRENCH BUILT BF 108, THE NORD 1001 PINGOUIN, IN ACTION AND ON THE GROUND AT THE 2005 WARBIRDS OVER WANAKA AIR SHOW

The Messerschmitt Bf 108 Taifun was a German single-engine, all-metal sport and touring aircraft, developed by Bayerische Flugzeugwerke in the 1930s

Originally designated the M 37, the aircraft was designed as a four-seat sports/recreation aircraft for competition in the 1934 4th Challenge International de Tourisme.

The M 37 prototype flew first in spring 1934, powered by a 184 kW Hirth HM 8U 8.0 litre displacement, air-cooled inverted-V8 engine, which drove a three-blade propeller.

Although it was outperformed by several other aircraft in the competition, the M 37's overall performance marked it as a popular choice for record flights. Particular among these traits was its low fuel consumption rate, good handling, and superb take-off and landing characteristics.

The Bf 108 A first flew in 1934, followed by the Bf 108 B in 1935. The Bf 108 B used the substantially larger, 12.67 litre displacement Argus As 10 air-cooled inverted V8 engine. The nickname Taifun (German for "typhoon") was given to her own aircraft by Elly Beinhorn, a well-known German pilot, and was generally adopted.

Soon after the first production aircraft began to roll off the assembly line in Augsburg, several Bf 108s had set endurance records.

The Bf 108 was adopted into Luftwaffe service during World War II, where it was primarily used as a personnel transport and liaison aircraft. The aircraft involved in the Mechelen Incident was a Bf 108.

Production of the Bf 108 was transferred to occupied France during World War II and production continued after the war as the Nord 1000 Pingouin.*

A French-built Nord 1000 Pingouin was in attendance at the 2005 Warbirds Over Wanaka air show. The Editor was lucky enough to get up close and personal with this immediate ancestor of the Messerschmitt Bf 108 Taifun. ■

1: Take-off! The main undercarriage is retracted almost as soon as the aircraft is off the ground. 2: A rare view of the underside of the Nord, taken from the Wanaka grandstand. Note the centreline fairing and the two trailing antennae. 3: Back at the airfield, the Taifun taxiing. 4: The contours of the Nord's nose are quite different from the Bf 108 in order to accommodate the Renault 6Q engine. Also note the fake machine guns on the top of the engine cowl and the heavily modified canopy.

Taifun in flight with the snowy New Zealand South Island ranges as a backdrop.

5 A nice profile view of the Nord on the ground. 6 The fabric covered rudder with the tall fin and external mass balance. 7 The canopy on this example lifts up on each side. The canopy is hinged at the front on the original Messerschmitt Bf 108. 8 This Nord has been finished in a spurious fighter scheme with JG 26 Schlageter markings.

The mission was to conduct a long range strategic sortie to the Baltic Region and meet up with further NATO aircraft involved with the NATO Baltic Air Policing Mission, including RAF Typhoon aircraft from RAF Lossiemouth in Morayshire that have been deployed to the region since April 2020.

The Typhoons from XI(F) Sqn were supported by a Voyager Tanker from Raf Brize Norton in Oxforshire, with coordination being provided by Sentry and Sentinel aircraft from RAF Waddington in Lincolnshire.

ROYAL AIR FORCE JETS SUPPORT NATO ALLIES ACROSS EUROPE IN BUSY WEEK OF AIR OPERATIONS

RAF fighter jets, Surveillance and Refuelling aircraft were in action across Europe in June in support of NATO Allies.

Missions included escorting US strategic bombers and scrambling twice to monitor Russian planes operating around the Baltic Nations airspace.

During the early morning of 15 June, Typhoons from RAF Coningsby met up with two USAF B-52 bombers off the North of Scotland as they arrived from their base in the USA to conduct a long-range strategic training mission in the annual NATO BALTOPs exercise in the Baltic region.

The Typhoons welcomed the B-52s as they entered UK airspace and then escorted the B-52s across the North Sea as they were refuelled by USAF KC-135 tankers from RAF Mildenhall. The Typhoons from XI(F) Sqn were supported by a Voyager tanker from RAF Brize Norton, with coordination being provided by RAF Sentry and Sentinel aircraft from RAF Waddington.

As the B-52s from the 5th Bomb Wing, Minot Air Force Base, North Dakota left Danish airspace, they conducted additional training with French Mirage 2000 and then RAF Typhoon jets from the Baltic Air Policing mission as they flew over Latvia and Estonia.

Defence Secretary Ben Wallace said: “NATO remains the best guarantor of our collective security and we continue to stand alongside our allies in the Baltics. That is why, despite the ongoing pandemic, the RAF’s participation in this multinational exercise is vital for enhancing Allied capabilities and demonstrating our combined strength.”

The following day Typhoons from the RAF Lossiemouth based 6 Sqn deployed in Lithuania, switched from the BALTOPS exercise to intercept a SU-24 Fencer E and two SU-35 Flanker M Russian aircraft operating off the Baltic coast. This was followed on the 18 June by another Typhoon scramble to deter and intercept a Russian IL-20 COOT A intelligence gathering aircraft over the Baltic Sea.

Wing Commander Stu Gwinnett, the 135 Expeditionary Air Wing commander that is carrying out the NATO Air Policing mission said: “These missions have highlighted the flexibility of the NATO Baltic Air Policing mission; whether it’s working with the US Bomber Task Force or reacting to live Baltic airspace incursions, we are ready to react. This is a testament to the flexibility, training and professionalism of the deployed RAF personnel here in Lithuania and our ability to work with our NATO partners.”

Reflecting on the air activity this week Air Chief Marshal Mike Wigston, the Chief of the Air Staff said: ‘In a week that has been a painful reminder of the dangers of what we do, we have also demonstrated air and space power on a global scale, operating at range, at speed, and precisely. Royal Air Force command and control, surveillance, refuelling and fighter aircraft working alongside our NATO allies, patrolling our skies and protecting our shared freedom.’ ■

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Royal Air Force Typhoons from XI(F) Squadron, RAF Coningsby in Lincolnshire, met up with United States Air Force B-52 aircraft of the 5th Bomber Wing, north of Scotland, over the North Sea on 15th June 2020.

IN PRINT

The Grumman F6F Hellcat

A Complete Guide to the Famous American Naval Fighter [Airframe and Miniature No. 15]

www.valiant-wings.co.uk

- By Richard A. Franks
- Guide Price £22.95
- ISBN 978-1-912932-11-5
- 224pp softback, 297 x 210mm

This month we have another bumper book from Valiant Wings, the story of the Grumman F6F Hellcat, the very successful US Navy WWII fighter. Grumman produced the US Navy's first successful carrier-based monoplane fighter, the Wildcat and even as the Wildcat was being introduced into service, the company was planning the bigger and more capable replacement, the Hellcat. This book follows the familiar pattern that we have seen throughout the series and in the recently published Airframe and Miniature No. 14 on the Ju 87 Stuka.

The first section of these books is the Preface, a history of the development of the Hellcat in words and pictures from the early planning days in 1941, a few months before the Japanese attack on Pearl Harbour, to the end of US Navy Hellcat flying in May 1961. We read how the Hellcat was introduced into US Navy service and would be in the thick of the action against the Japanese throughout the war from February 1943. This section continues with where and how the Hellcat was used by other nations. Both the Royal Navy and the French Navy would use the Hellcat. Uruguay used the Hellcat throughout the 1950s, retiring their last Hellcats in June 1960.

Chapter 1 – Evolution describes the development of the Hellcat Prototypes from the XF6F-1 to the final version, the XF6F-6. Mass production of the F-6 version was cancelled in August 1945 due to the ending of the war in the Pacific. Chapter 2 continues with Hellcat evolution during the years of production. Chapter 3 looks at the Hellcats that developed from the Navy fighter for use such as Night Fighters, Drones and Test Airframes.

Chapter 4 is the one that most modellers will concentrate on first as it covers the topic of Camouflage and Markings. As usual Richard Caruana's superb colour profile artwork is

The Fighter Collection's F6F-3 Hellcat at Duxford performing at the May 2007 air show.

HEINKEL HE 162 CLOSE-UP

THE EDITOR GETS UP AND PERSONAL WITH TWO PRESERVED HEINKEL HE 162S HELD IN THE CANADIAN AVIATION AND SPACE MUSEUM, AND THE PLANES OF FAME MUSEUM IN CHINO CALIFORNIA.

Partly completed Heinkel He 162 fighter jets sit on the assembly line in the underground Junkers factory at Tarthun, Germany, in early April 1945. The huge underground galleries, in a former salt mine, were discovered by the 1st U.S. Army during their advance on Magdeburg. (AP Photo).

This is the Heinkel He 162, Werknummer 120086, held by Canada Aviation and Space Museum.

1: The aircraft is in good original condition. The upper surface colour seems to be consistent with RLM 82 Bright Green. Lower surfaces appear to be a good example of the late-war greenish "Sky" shade, sometimes referred to erroneously as RLM 84. 2: Cordite stains from the 30mm cannon may still be seen on the forward fuselage. The red arrow was a common decoration on operational He 162s. 3: Many components of the He 162 were made from wood, including the wings. The panel behind the canopy is plywood too, as may clearly be seen under the flaking paint. In this view, we can also see that the Perspex canopy and windscreen are screwed in place over the top of the dark canopy framing. 4: A close-up view of the windscreen. This may be a non-original replacement.

The Planes of Fame Museum in Chino California also holds a Heinkel He 162 in its collection.

5: Vertical tail surfaces. This Hakenkreuz is most likely a new addition - the original was almost certainly painted out when the aircraft was captured – but the Werknummer is probably original. 6: Detail view of the plywood rudders and metal trim tab. Note the bare timber showing under the peeling paint. 7: A good view of the jet intake and the smaller scoop on the nacelle. The bright blue is not a genuine camouflage colour, although the more subdued shade on the engine nacelle may be wartime RLM 76 Light Blue. 8: The business end of the BMW 003 engine.

EUROFIGHTER AND RAF TYPHOONS TOGETHER ON BALTIC OPERATION

A detachment of German Air Force Eurofighter fighters have arrived in Lithuania to undertake combined quick reaction alert training alongside the RAF Typhoon fast jets already deployed there. This opportunity has been arranged to enhance the current twinning programme that has been running between the two air forces under Eurofighter Interoperability Enhancement programme.

Wing Commander Stu Gwinnutt, the Officer Commanding RAF 135 Expeditionary Air Wing deployed to Siauliai Air Base said, "We are really pleased to welcome our German Air Force friends here to Lithuania; to continue this cooperation is a great opportunity for learning in an operational environment."

The Luftwaffe Eurofighter detachment commander for Tactical Fighter Wing 71 "Richthofen" (Taktisches Luftwaffengeschwader 71 "Richthofen"), Lieutenant Colonel Andreas Beckmann will integrate his team of just 30 personnel into the EAW. Describing the deployment as: "a brilliant opportunity to learn more detailed insights of how the two forces can work together", he said:

"Usually we are not able to fly in mixed formations, so this really offers a unique chance to enhance our capability both from a flying perspective and for our Engineers and logistics teams."

He added "being part of this programme enhances our capability to achieve the steps towards the plug & fight concept, one of which is a conscious reduction in our footprint without a reduction in reaction times for operational output".

The 'Plug & Fight' concept as a force package is the smallest contingent of personnel and aircraft, with the aim of common flight operations which can very quickly dock into an existing operations laydown of a partner nation. This concept will provide an enhanced multinational capacity to act together with European partners on current training and eventually, operations.

The Typhoons operating under 135 EAW normally operate out of RAF Lossiemouth in Scotland, and the Eurofighters of 71 Fighter Squadron, based in Wittmund in Northern Germany, will be taking over the Baltic Air Policing mission from Estonia later this year.*

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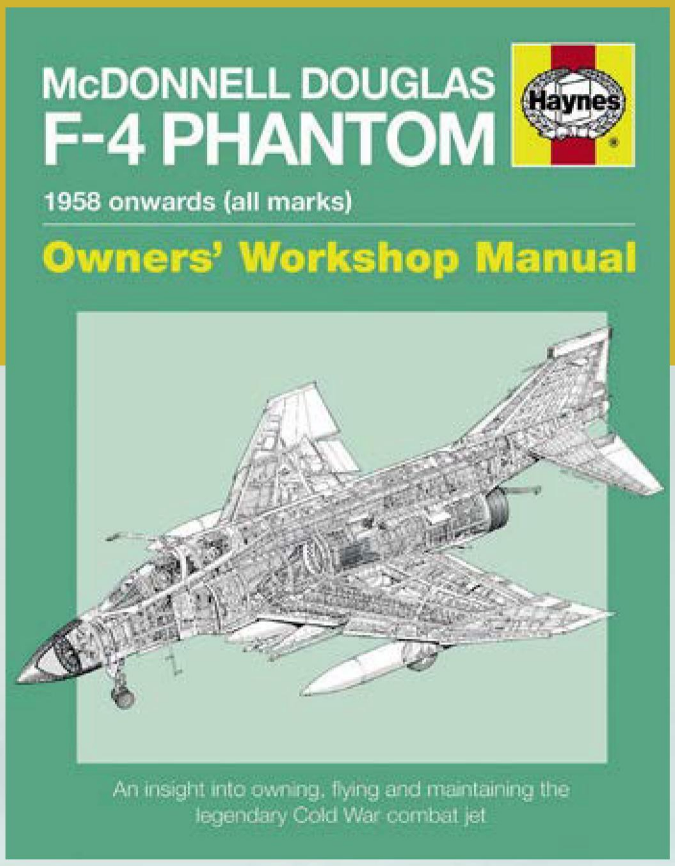


Mc Donnell Douglas F-4 Phantom 1958 Onwards

https://haynes.com/en-gb/mcdonnell-douglas-f-4-phantom-manual-paperback

- By Ian Black
- ISBN 978 1 78521 194 2
- 160pp softback
- GBP£12.99 (Softcover) plus shipping available online from Haynes Publishing's website

This is a first for me regarding the range of Haynes titles – an aircraft subject!

I could not resist purchasing a title from Haynes on the legendary Cold War Warrior the F-4 Phantom II particularly as the author was renowned ex-RAF pilot and photographer Ian Black! The ridiculously cheap price was a winner in the decision making process as well. It just sped it up.

The F-4 Phantom was one of the most produced and successful US fighters of the post WWII period with well over 5,000 being manufactured and used by a vast number of allies. It was highly successful in US and foreign service in the number of conflicts it fought in. It has proven itself highly adaptable in the many roles it has served in from carrier based fighter to reconnaissance, defence suppression, fighter bomber etc.

The Phantom was developed to a US Navy specification for a missile armed fighter to serve on US carriers.

It was also adopted by the US Air Force on seeing how adaptable and successful it was.

It quickly gained an excellent reputation in the fighter and attack roles over Vietnam although it was soon realised that the lack of an internal gun was a drawback in air-to-air combat. This was rectified with the F-4E adding a longer nose incorporating the ubiquitous M61 20mm Vulcan cannon and it became the

MESSERSCHMITT ME 410

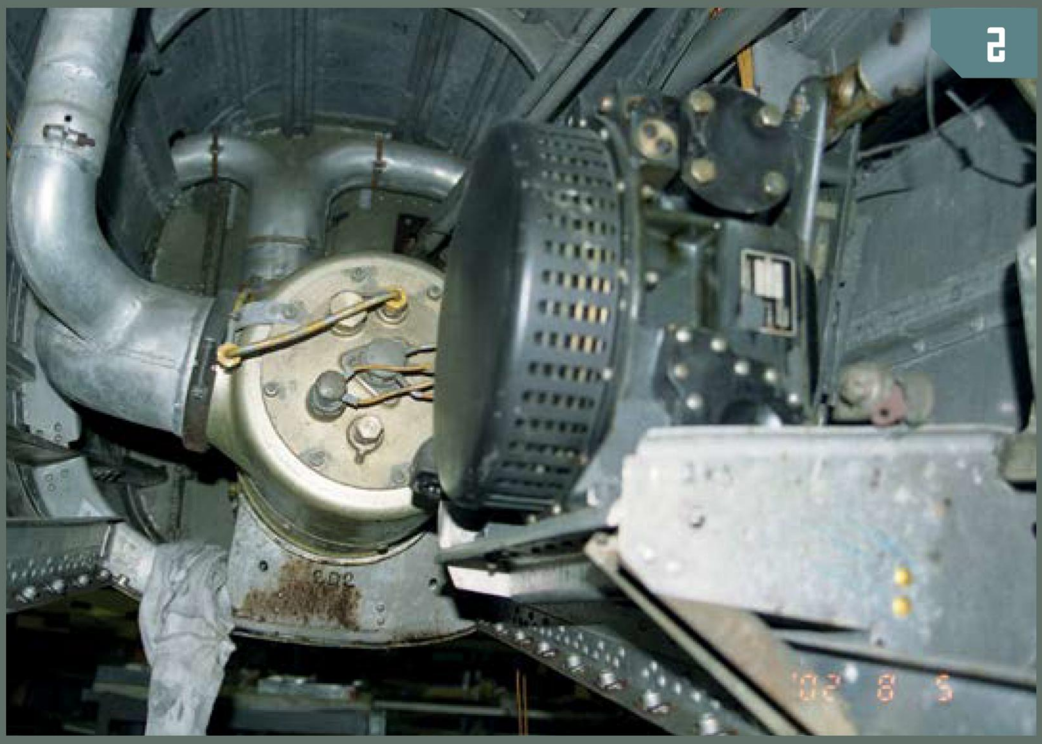
THE EDITOR GETS UP AND PERSONAL WITH A PRESERVED MESSERSCHMITT ME 410 HELD IN THE SILVER HILL RESTORATION FACILITY AT THE NATIONAL AVIATION AND SPACE MUSEUM IN MARYLAND.

The Me 410 has been in storage at Silver Hill for some time now. This is a nice view of the forward fuselage and the bulged canopy. Note the heavy overspray of the mid-war RLM 74 and 75 greys with RLM 76 Light Blue.

THE NASM MESSERSCHMITT ME 410, W NR 10018, WAS A WAR PRIZE CAPTURED IN UNDAMAGED CONDITION AT TRAPANI, SICILY, IN AUGUST 1943.
THESE PHOTOS WERE TAKEN WHILE THE AIRCRAFT WAS IN STORAGE IN AUGUST 2002.

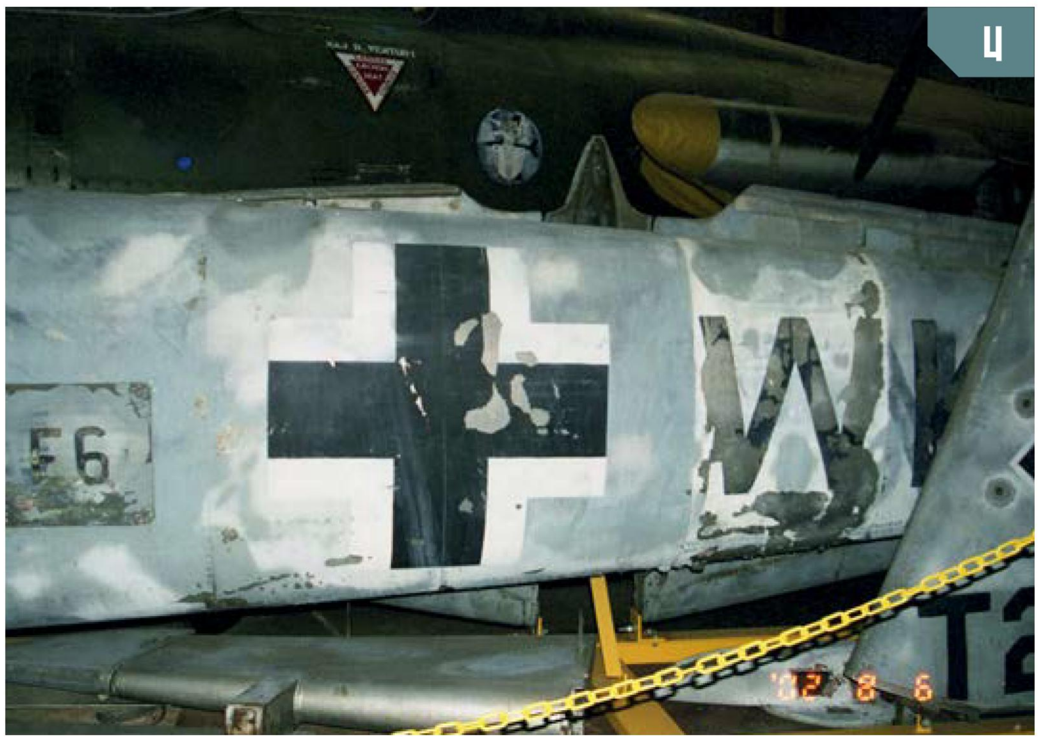
The NASM Me 410 after it was shipped to the USA, partially repainted but still in complete condition, photographed at Wright Field in the mid-1940s.

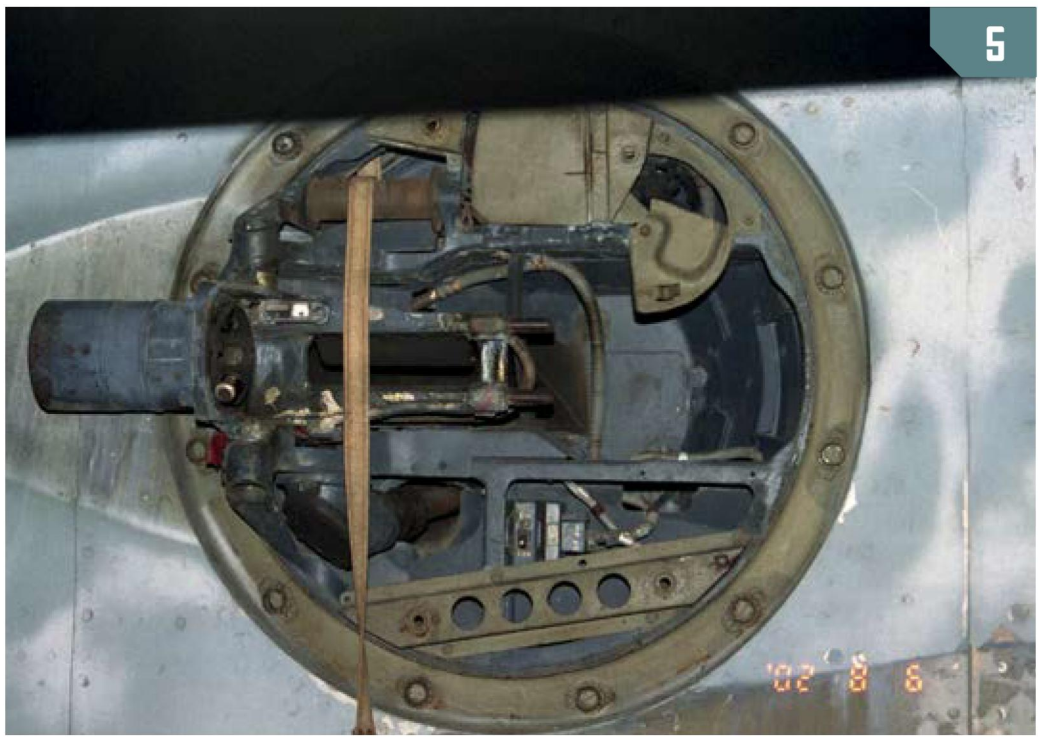
1

2


1: The port side remote controlled gun barbette. Note that the fuselage access hatch has been removed.
2: A rare view of the Me 410 mid fuselage interior looking forward. This was taken through the open fuselage hatch.
3: Another intact Me 410 is on display at the RAF Museum, Cosford. The engines are in running condition.

3





4: The rear fuselage. Camouflage and national markings have been partially repainted following capture. 5: This is the starboard side barbette housing with the gun and cover removed. 6: The main undercarriage and wheels. 7: The wing is resting against the starboard fuselage side. We are looking at the lower surface of the port wing here. Note the very well defined camouflage pattern sprayed onto the rear of the engine nacelle. 8: The fin has been removed and repainted. T2-499 was an American identification. 9: The automatic leading edge slats are deployed here. 10: The engine nacelle, showing clearly the profile of the spinner and the length and depth of the oil cooler housing.

POSEIDON PATROL

A Royal Air Force (RAF) P-8 Poseidon Maritime Patrol Aircraft (MPA) completed its first operational mission this week shadowing a Russian warship in the North Sea near to UK waters.

On Monday morning, a P-8A Poseidon from 120 Squadron based at Kinloss Barracks demonstrated its speed and readiness by completing a prolonged overwatch of the Russian warship, Vasily Bykov, as it passed through the North Sea. It did so with support from Typhoon Fighters, based at RAF Lossiemouth and the VIP Voyager refuelling aircraft, stationed at RAF Brize Norton.

Minister of State for Defence, Baroness Goldie said, "In an increasingly unstable world of persistent challenge and competition, it is important that the UK Armed Forces possess cutting edge technology to meet threats wherever they emerge. The sight of our new Poseidon aircraft, working in concert with the Royal Navy has showcased the UK's readiness to defend its waters from any incursion."

The Poseidon's operational debut follows shortly after the Prime Minister's visit to Kinloss Barracks last month and heralds a significant development in the UK's Maritime offensive and defensive capabilities. The P-8 offers a potent blend of tracking options and associated weapons able to find surface and sub-surface vessels, once more allowing the RAF to complete effective joint maritime operations with the Royal Navy.

Air Vice Marshal Ian Duguid, Air Officer Commanding 11 Group, said, "The RAF continues to evolve and develop as the Next Generation RAF becomes a reality. The Poseidon aircraft is a key part of that development and evidence of the hard work performed by all those involved. This mission by the Poseidon, to monitor Russian naval activity, shows how the RAF will now be able to contribute to Maritime Security alongside the Royal Navy and our NATO allies, to secure the seas and skies."

Monitoring and tracking all activity in the airspace and seas around the United Kingdom is paramount to our security, with aircraft from the RAF and vessels from the RN ensuring our skies and seas are constantly patrolled and defended.

Working with the aerospace and construction industries £470M is being invested by the UK Government at RAF Lossiemouth to provide a state-of-the-art home for the Fleet of 9 aircraft in Scotland. ■

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NEWSLINE

This month's round-up of all that's new in the world of aircraft modelling...

ZVEZDA

www.hobbyco.net

NEW ZVEZDA C-130H HERCULES

Zvezda has announced an all-new 1:72 scale C-130H Hercules.

The American made C-130 Hercules, equipped with 4 turboprop engines, is the most manufactured modern transport plane. It can carry up to 35t of cargo on a distance of 3.800km. A total of more than 2.500 planes were built in numerous versions, the most widespread is the C-130H, which entered service in 1965 and is still used for transport duties in many countries. This tactical airlifter was involved in nearly every conflict since the Vietnam War.

The main users are USA, Great Britain, Australia, Canada, Italy, Israel, Japan, Korea and many other Air Forces.

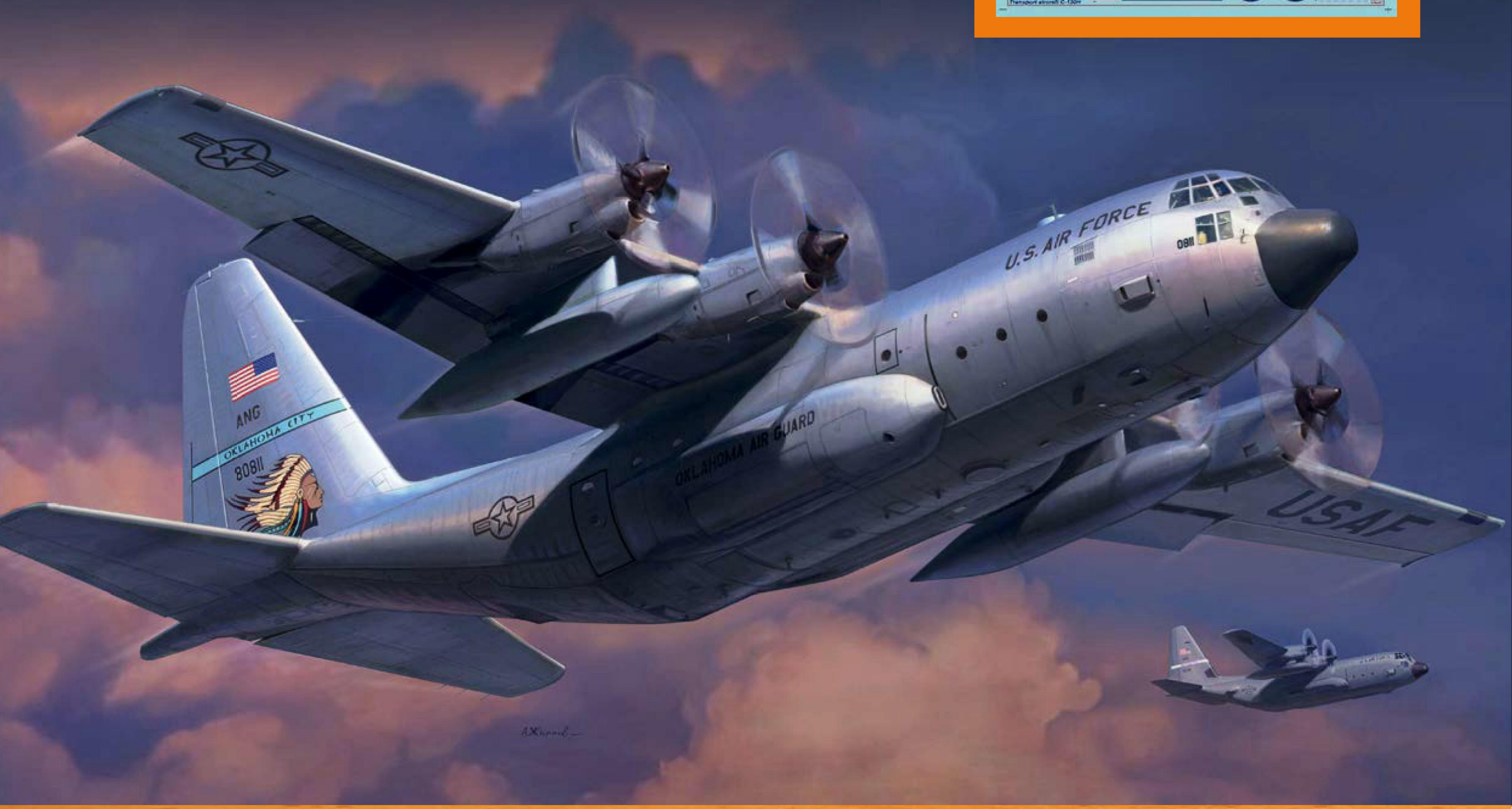
The kit comprises 314 parts and decals for the US Air Force, Royal Air Force, Japan, South Korea and Poland.

Cargo ramp and doors can be opened, with fuselage interior, refueling probe and three crew figures included.

The model boasts a wingspan of 56cm and is 41cm long.

Thanks to Zvezda for the information and images.

Zvezda kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net



SECURING THE SKIES:

ROYAL AIR FORCE TYPHOONS SCRAMBLED TO INTERCEPT RUSSIAN AIRCRAFT CLOSE TO UK AIRSPACE

Live-armed QRA Typhoon fighters were scrambled for the third time in six days during September. This time they intercepted Russian military aircraft operating over the North Sea near UK airspace.

The Typhoons, flown by pilots from RAF Lossiemouth, launched from Leuchars Station, in Fife where they are temporarily deployed while runway resurfacing takes place at RAF Lossiemouth.

They were assisted by an RAF Voyager from RAF Brize Norton which provided air to air refuelling for the Typhoons, and a NATO E-3A Sentry Airborne Early Warning aircraft that was re-tasked from a training mission nearby.

Two Russian Tu-142 Bear F Anti-Submarine Warfare and Maritime Patrol aircraft were intercepted. The RAF Typhoons monitored the Bears while in our area of interest to ensure the flight safety of all airspace users operating in this busy portion of international airspace. At no time did the Russian aircraft enter UK sovereign airspace.

Often these aircraft do not 'squawk' an identification code, which involves broadcasting the aircraft's identity, intentions, position, and altitude. Likewise, they rarely talk to the variety of air traffic controllers that are responsible for airspace deconfliction, causing civilian airliners in the area to be re-routed to ensure flight safety.

To minimise the risks the RAF Typhoons shadowed the Russian Bears and closely monitored their movements, whilst reporting back to the Control and Reporting Centre at RAF Boulmer, as well as the NATO E-3A Sentry whose callsign was "Magic".

Air Officer Commanding 11 Group, Air Vice-Marshal Ian Duguid, said:

"For the third time inside a week, the RAF has scrambled to defend the interests of the UK and NATO.

"It's a sign of our continued resolve to work effectively with our NATO partners at all times and demonstrates the efficiency and resilience of our personnel, aircraft and systems.

"The whole process has its roots in the Battle of Britain system perfected by Air Chief Marshal, Lord Dowding in 1940. 80 years on, it remains as relevant as ever."

Fast jets from several of the UK's NATO allies also launched their Quick Reaction Alert assets to assist in monitoring the Russian Tu-142s. This included French, Danish, and Norwegian aircraft. ■

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TRANSFER LIST

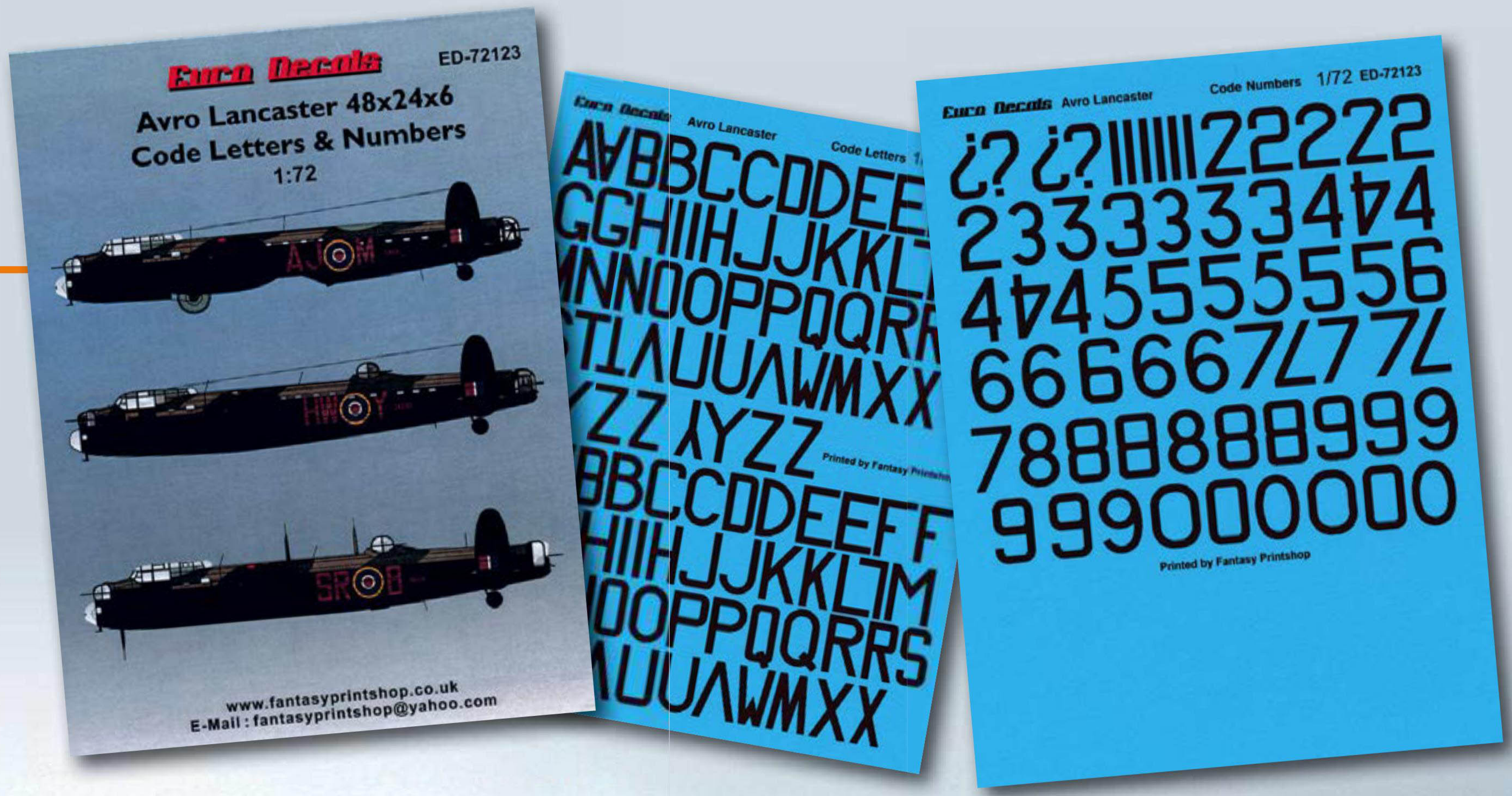
Written by Alan Firbank.

EURO DECALS FROM FANTASY PRINTSHOP

www.fantasyprintshop.co.uk

This month we present readers with two more decal sheets from Fantasy Printshop released under their Euro Decals banner. The first one is one of those sheets that builders of 1:72 WWII RAF heavy bombers will maybe like to have in their stock of "that will come in handy" decal sheets. With builders of big Messerschmitt Bf 109 Gs in mind, the second sheet is for 1:32 modellers looking for something different for their Bf 109 projects.

As usual, the decals are produced to the highest standard, glossy decals on a blue backing sheet.

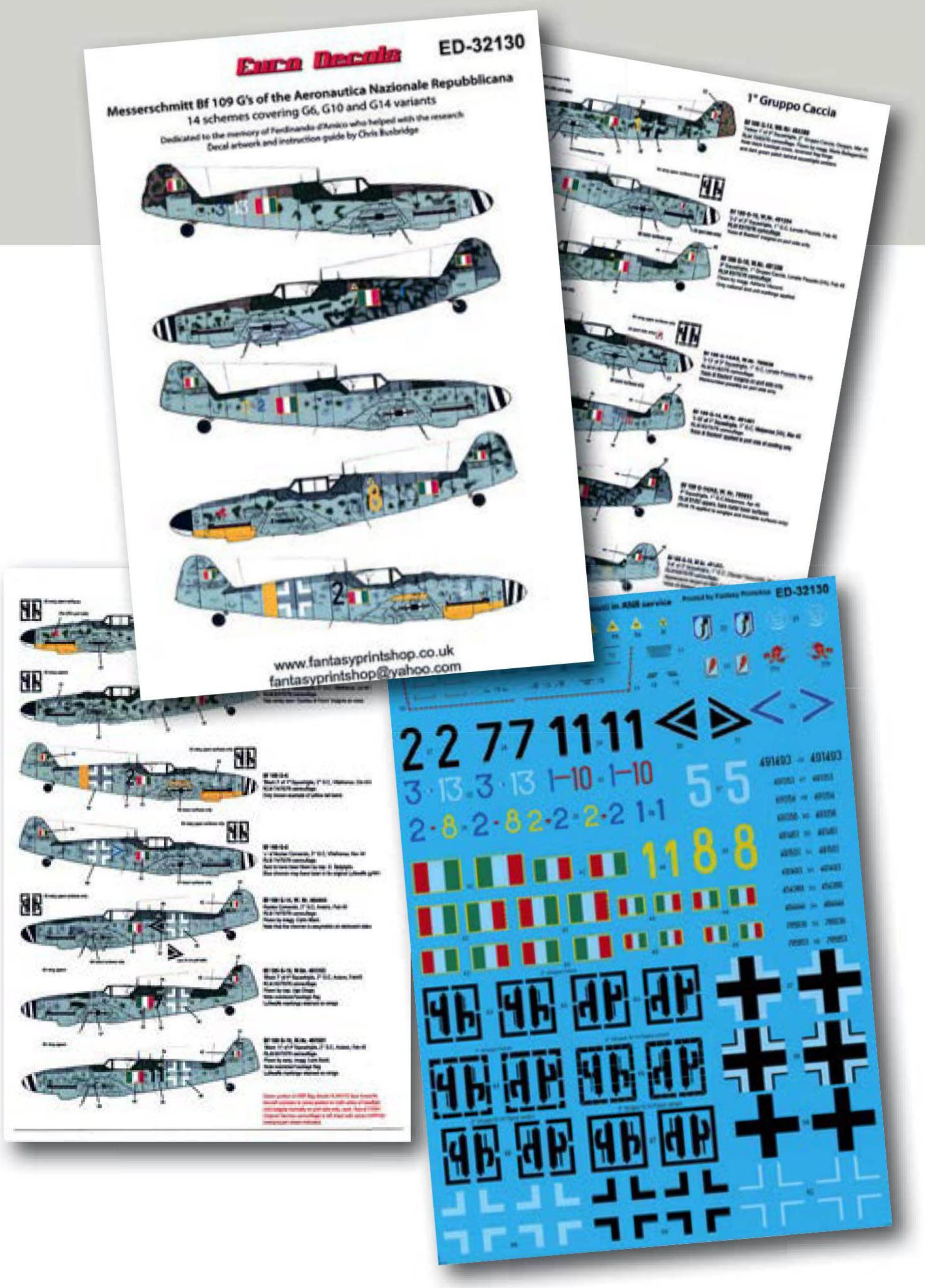


AVRO LANCASTER 48X24X6 CODE LETTERS & NUMBERS 1:72 (SHEET NO. ED-72123)

Although the title and cover illustrations show Lancasters, this sheet will be equally useful for a Sterling or Halifax model. The set consists of two approximately A5 sized decal sheets printed Dark Red, one with the alphabet A to Z and a second sheet of figures 1 to 0, 16mm high and there are two sets of each.

Within the two sets, you will find letters and numbers supplied in different font styles.

When using these decals, good references to source the correct font style and some careful scalpel work will be needed.



MESSERSCHMITT BF 109 GS OF THE AERONAUTICA NATIONALE REPUBBLICANA (SHEET NO. ED-32130)

This is an A4 sized sheet of decals to provide markings for Bf 109 Gs from the final months of WWII. There are fourteen aircraft options from which to choose. They are from the time when the Italian Air Force was still operating German fighters but they now carried some dedicated Italian insignia. Some German insignia was still present on some aircraft and others had been overpainted. Check your references when using what is provided on this lovely sheet. At this time there was a real markings mixture, all carry the Italian flag on the fuselage sides and tail fin, replacing the swastika. As well as the main markings, there are some stencilling items on this decal sheet.

1. Bf 109 G-14 W.Nr. 464360 'Yellow 1' with 5 Squadron, 2 Group in March 1945, at Osoppo. The colours were RLM 75/83/76 with a medium mottle on the fuselage sides and a Red rudder. At this time the German cross was still seen on the fuselage sides.
2. Bf 109 G-10 W.Nr. 491354 '2-2' with 2 Squadron in February 1945 at Lonate Pozzolo. The colours were 83/75/76 with a light mottle on the fuselage sides.
3. Bf 109 G-10 W.Nr. 491356 with 3 Squadron, 1 Group in February 1945 at Lonate Pozzolo. The scheme was RLM 83/75/76 with a light mottle on the fuselage sides.
4. Bf 109 G-14/AS W.Nr. 785039 '3-13' with 3 Squadron in March 1945 at Lonate Pozzzolo. The camouflage was painted RLM 81/82/76 with a light mottle on the fuselage sides.
5. Bf 109 G-14 W.Nr. 491461 '1-10' with 1 Squadron in March 1945 at Malpensa. The scheme was in RLM 83/75/76 with a light mottle on the fuselage sides.
6. Bf 109 G-14A/S W.Nr.785853 with 1 Squadron in April 1945 at Malpensa. The scheme was RLM 81/82 on the wings with a very heavy mottle on the fuselage sides. The undersides were in bare metal.
7. Bf 109 G-10 W.Nr. 491493 '2-8' with 2 Squadron in May 1945 at Vizzola Ticino. The colour scheme was RLM 83/75/76 with a light mottle on the fuselage sides.
8. Bf 109 G-6 'Yellow 8' with 2 Squadron in June 1944 at Cascina Vaga. The scheme was RLM 74/75/76 with a Yellow lower engine cowling and a medium mottle on the fuselage sides.
9. Bf 109 G-6 'White 5' with 3 Squadron in July 1944 at Villafranca. The camouflage was in 83/75/76 with a light fuselage mottle.
10. Bf 109 G-6 'Black 2' with 1 Squadron in October 1944 at Villafranca. The scheme was RLM 74/75/76 with the German insignia still in place. The lower engine cover was painted Yellow.
11. Bf 109 G-6 'Blue >' with 1 Squadron in November 1944 at Villafranca. The standard RLM 74/75/76 with a light fuselage mottle scheme was applied with most of the Luftwaffe insignia still in place.
12. Bf 109 G-14 W.Nr. 464444 'Black >' with 2 Group in February 1945 at Aviano. The scheme was RLM 74/75/76 with a light mottle on the fuselage sides and most of the German insignia still in place.
13. Bf 109 G-10 W.Nr. 491353 'Black 7' with 4 Squadron in February 1945 at Aviano. The paintwork was RLM 83/75/76 with most of the German insignia still carried.
14. Bf 109 G-10 W.Nr. 491501 'Black 11' with 4 Squadron in February 1945 at Aviano. The scheme was RLM 83/75/76 with a light mottle on the fuselage sides. Most of the German insignia was still in place.

Thanks to Fantasy Printshop for their latest Euro Decal sheets for review. See their web site for details: fantasyprintshop.co.uk or phone 01208 77772

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POSEIDON ARRIVES AT RAF LOSSIEMOUTH FOR THE FIRST TIME

13 October marked the first landing of a Royal Air Force Poseidon MRA1 at RAF Lossiemouth, the new home of UK maritime patrol operations based in the heart of Moray, Scotland.

Touching down on the newly resurfaced runway, ZP802 named the 'City of Elgin' parked outside the brand new £132m facility which houses the pilots, engineers, and personnel who will operate the high-tech submarine hunters.

Nine Poseidon MRA1 aircraft have been ordered, the first of which landed on British soil for the first time in February 2020. Since then, crews from CXX Squadron have been securing the seas over and around the United Kingdom on operational missions. 54 Squadron have also been training new pilots and weapons systems operators on the platform, as 400 additional military personnel will be joining Team Lossie in Moray to fly and operate the nine aircraft.

Poseidon is a hugely capable submarine hunter, able to locate, identify, and track potentially hostile submarines as they operate close to our waters. Its powerful radar is also able to detect and track surface vessels above the waves. It boasts a comprehensive communications suite which means the intelligence it gathers can be passed to commanders whether they are in the air, on a ship, on the ground, or back at RAF Lossiemouth.

Station Commander of RAF Lossiemouth, Group Captain Chris Layden, said:

"Today is a proud moment for Team Lossie, ushering in a new era for the Station delivering combat air power and maritime patrol operations over and around the United Kingdom.

"Yesterday I had the privilege of landing the first Typhoon on our newly resurfaced runways, and today I had the pleasure of welcoming in the first Poseidon to its permanent home in Moray. This is just the beginning of our expansion and modernisation as one of the RAF's most strategically important Stations in the United Kingdom."

The £75m programme to resurface RAF Lossiemouth's runways and operating surfaces began in January 2020, with the work being carried out by VolkerFitzpatrick. The work has involved stripping, strengthening, and resurfacing all of the runways, taxiways and dispersals. From July 2020 both runways were out of use while the intersection was resurfaced, which meant no fixed wing flying could take place. Quick Reaction Alert temporarily moved to Leuchars Station in Fife, with Typhoon training continuing at Kinloss Barracks.

By Friday 16th October, all Typhoon and Poseidon operations including Quick Reaction Alert will be back at their permanent home in Moray. Over £400m is being invested in RAF Lossiemouth to future-proof the Station for years to come, which includes the scoping for the world's first digital air traffic control tower on a military airfield.

Team Lossie is comprised of over 3,000 people, which includes regular and reserve personnel, civil servants, and contractors. The Moray base is responsible for defending the United Kingdom's skies and seas with four front-line Typhoon squadrons, as well as CXX Squadron operating the Poseidon Maritime Patrol Aircraft, and 201 Squadron which will re-form in 2021.

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